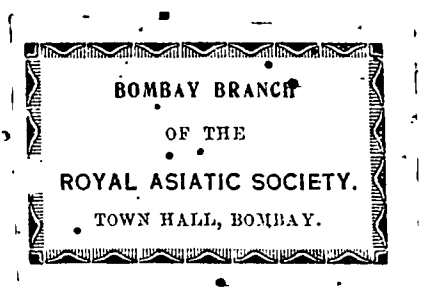
00133588



Digitized with financial assistance from
Government of Maharashtra
on 01 February, 2020

Report

OF THE

Bombay Chamber of Commerce

FOR THE YEAR 1920

(Established 22nd September 1836.)

133588

VOLUME I.

12
1
61

Bombay:
PRINTED AT THE TIMES PRESS.

1921.

00133588

CONTENTS.
VOLUME I.

	PAGE
Accounts of the Chamber	240
Acts passed by Indian Legislative Council during 1920 ...	237
Annual General Meeting	xi
Anstey—Professor, Sydenham College of Commerce	216
Anthrax	201
Arms and Ammunition—Leakage in consignments	86
Auxiliary Force—India	81
Auxiliary Force—Advisory Committee	81
Aviation in India, Civil	153
Banks and Banking	52
Bill of Lading—Conference Liners' New Form	168
Bills of Lading—Ante-dating—Chamber's Ruling	283
Boiler Laws in India	70
Bridge headways over navigable channels	135
Brussels Financial Conference, 1920	43
Burma—Roads and Railways	200
Business Names—Registration of	73
Cable rates to Aden	139
Cable rates to Europe and Australia	141
Calendar for 1920	385
Cargo Boats—Detention alongside vessels—Chamber's Ruling.	284
Cargo—Shut out—Bombay Chamber's Ruling	284
Cargo—Shut out—Karachi Chamber's Ruling	372
Carriers Act, Indian, 1865—Proposed amendment	70
Chairman and Deputy Chairman of Chamber	1
Chairman of the Chamber	ix
Chamber of Commerce, International	15
Chemical Service in India	74
Cheque Books—Stamping	55
Chittagong Port	133
Claims on Steamship Companies for shortages	206,284
Clearing of Goods at Bombay	175
Coal—Freight Rates	120
Coal Supply to Bombay	120
Coal—Priority allotment of Railway Wagons	125
Coal Statistics	221
College of Commerce—Chamber's Representative	viii
Colombo—Delivery of English Mails	147
Commercial Intelligence Department	208
Commission Charges—Schedule—Bombay	281
Commission Charges—Schedule—Calcutta	353
Commission Charges—Schedule—Rangoon	377
Committee of the Chamber	viii
Committee of arbitration—Rules	268
Companies Act, 1913—Section 91-B	59
Companies, Ad valorem duty on Nominal Capital	62
Compensation for damage by riot and civil commotion ...	82
Conference of Chambers of Commerce of India and Ceylon, 1921	13
Conference Liners'—New Form of Bill of Lading	168
Congress of British Chambers of Commerce, Toronto, 1920 ...	14
Contracts—Meaning of term "June-July Shipment"	207
Conversion of Sterling Invoices into Rupees	94
Cotton Central Cotton Committee	194
Cotton—Duty in Hyderabad	99
Cotton—Empire Cotton Growing Committee	194
Cotton—Indian Cotton Committee's Report	188
Cotton—Prices, Receipts, etc. (Statistics)	227
Council of State—Chamber's Representative	viii, 2

PAGE

Customs :—
Conversion of Sterling Invoices into Rupees 94
Definition of Whisky and Brandy 97
False Trade Descriptions 96
Defence Force, Indian 78
Delivery of goods on Sundays and other Holidays 284
Education Scheme for Bombay Presidency—Industrial and Technical 208
Exchange market—Hours of business of Exchange Banks ... 20
Exchange Position 26
Exhibitions 216
Financial Conference, International 43
Financial relations of Provinces with Central Government ... 51
Flour, Embargo on Exportation 40
Freight Brokerage 207,284
Freight Inwards to Bombay xxxv,205,283
Freight Inwards to Karachi 272
Freight Outwards from Bombay xxxv,205,283
Freight Outwards from Karachi 272
Hailey, the Hon'ble Mr. W. M.—Visit to the Chamber... ... 16
Hides and Skins 195

Holidays :—
Charter Party, 1921 382
Holidays in Government Offices... 214
Public, 1920 214
Public, 1921—Bombay, Bengal, Madras and Karachi ... 382
Weekly day of rest to commercial employees 213
Holland, the Hon'ble Sir T.—Visit to the Chamber 16

Hospitals:—
Chamber's Representative on Advisory Committee of St. George's Hospital 4
Treatment of European Small-pox Patients 86
Treatment of non-official Europeans in State Hospitals ... 91
Improvement Trust—Chamber's Representative ... ... viii, 3
Income Tax Assessment—Right of appeal to High Court ... 66
Income Tax Act, 1918—Assessment of House Property ... 65
Income Tax Act, 1918—Section 19 67
Industries, Advisory Committee to Director of—Chamber's Representative viii,4
Industrial Courts Act, 1919—Proposed Indian Legislation ... 77
Insurance—Fires in Railway Station Yards 126
Insurance—Oil in Ship's Bunkers 155
Insurance—Stamping of Policies 58
International Chamber of Commerce 15
International Financial Conference—Brussels, 1921 43
International Labour Conference—Washington, 1919 202
Jails Committee, 1920... 85
Labour Conference—International 202
Legislative Council of H. E. The Governor-General—Chamber's Representative 1
Legislative Council of H. E. The Governor-General—Acts passed by, during 1920 237
Legislative Council of H. E. the Governor of Bombay—Chamber's Representative 2

	PAGE
Legislative Council under Reform Scheme, Bombay	viii, 2
Manganese Ore—Despatch to Bombay	130
Measurement Department—Revision of Salaries	9
Measurement Department—Rules and Regulations	273
Measurement Department—Statistics	238
Membership of the Chamber	vii, 5, 6
Money Orders, Foreign	144
Monsoon, 1920	187
Municipal Corporation—Chamber's Representative	viii, 3
Negotiable Instruments—Delay or non-presentment	68
Oil in Ships' Bunkers—Flash point, for Insurance purposes ...	155
Paper Currency Act, 1919	21
Partnerships Registration	73
Passenger Accommodation on Home Liners	156
Piece-Goods Despatches by passenger train	131
Piece-Goods Despatches to up-country—Statistics	17
Piece-Goods—Surveys and arbitrations	270
Pockets of Cargo—Chamber's Ruling	284
Port Trust—Bombay :—	
Auction Sale of unclaimed goods at the Docks	176
Chamber's Representatives on Board of Trustees	viii, 2
Clearing of goods at Bombay	175
General landing dates for Import Cargo	170
Insurance of goods in "B" Warehouse, Alexandra Dock ...	177
New Docks at Trombay	182
Oil in Ships' Bunkers—Flash point, for Insurance purposes.	155
Pilferage from consignments	179
Port Dues on Government vessels	171
Scale of Rates at the Docks	295, 346
Section I. Wharfage charges	295
„ II. Wharfage charges special rates	316
„ III. Storage charges	320
„ IV. Dock Dues on vessels	329
„ V. Night, Holiday and Sunday Work charges ...	330
„ VI. Cranage charges	332
„ VII. Charges on transhipment and damaged goods.	336
„ VIII. Overside charges	338
„ IX. Weighment charges	339
„ X. Sundries	340
„ XI. Dry Dock charges	343
Postal Counter work on Saturdays	147
Posts and Telegraphs Strike	152
Posts and Telegraphs—Visit of Director General	148
Pre-audit payments by Government Accounts Offices	81
Provident Funds Act, 1897	11
Provident Fund of the Chamber	10, 244
Railways :—	
Commercial member on Railway Board	132
Congestion in Station Yards	127
Delays on Indian Railways	119
Despatch of Manganese Ore to Bombay	130
Despatch of Piece-Goods up-country by Passenger Train ...	131
Financing of Railways	110
Fires in Railway Station Yards	120
Freight Rates on Coal	120
Indian Railway Committee, 1920	101
Malpractices on Indian Railways	117

	PAGE
Railways—(*contd*).	
Pooling of Rolling Stock	117
Priority Allotment of Wagons for Coal...	135
Private Enterprise	110
Traffic Committee	114
Rainfall Statistics	218
Rice Control	199
Roads and Railways in Burma	200
Rules and Regulations of the Chamber :—	
1. Chamber's Rules	247
2. Measurement Department Rules and Orders	273
3. General Disputes and Arbitrations	267
4. Election to Council of State and Bombay Legislative Council	258
5. Election to Bombay Port Trust and other Public Bodies	265
6. Committees of Arbitration	268
7. Surveys and Arbitrations on Piece-Goods	270
Secretaryship of the Chamber	ix,5
Shipment "June-July" Meaning of Term	207
Smoke Nuisances Commission—Chamber's Representative ...	viii, 4
Sovereigns, Exchange at Rs. 15 a sovereign at Aden	18
Stamping of Cheque Books	55
Stamping of Insurance Policies	58
Steamship Companies—Claims for Shortages	206,284
St. George's Hospital, Advisory Committee—Chamber's Representative	viii, 4
Stores Purchase Committee	210
Sub-Committees of the Chamber ... ... — ...	9
Subscriptions, Membership and Statistical Returns ...	xxxv,7,380
Sugar Committee	194
Sugar Tariff	95
Super Tax	64
Survey Department of Port Office	170
Tally of packages discharged in "the Stream"	205
Tariff Valuations	96
Tariff Valuation of Sugar	95
Tea Cess...	93
Telegrams—Special window for firms with Deposit Accounts...	138
Telephone Service in Bombay	136
Thefts in Industrial Districts	85
Tonnage Scale—Bombay	285
Tonnage Scale—Calcutta	347
Tonnage Scale—Cochin	356
Tonnage Scale—Karachi	365
Tonnage Scale—Madras	359
Tonnage Scale—Rangoon	373
Trade Returns, Seaborne	16
Weather—Wireless Messages	187
Weather—Working Days	186
Weights and Measures	201
Wheat Statistics	221

Bombay Chamber of Commerce.

ESTABLISHED 22nd SEPTEMBER 1836.

Honorary Members.

The Rt. Hon'ble LORD REAY, LL.D., G.C.I.E. | A. H. CAMPBELL, ESQ.

Chamber Members.

Messrs. ALLEN BROS. & Co. (INDIA), LD.
" E. & W. ANDREW, LD. (MANCHESTER) BOMBAY AGENCY.
" L. & F. BARRACLOUGH & Co., LD.
" J. A. BEGBIE & Co.
" BELL, RUSS & Co.
" BENNETT, COLEMAN & Co., LD.
" BIRD & Co.
" C. BOGGIANO & Co.
" C. F. BOWRING & Co. (INDIA), LD.
" W. H. BRADY & Co., LD.
" BREUL & Co.
" BRUNNER MOND & Co., LD.
" CALLENDER'S CABLE AND CONSTRUCTION Co., LD.
" CHILDS AND JOSEPH.
" P. CHRISTAL & Co.
" CHUGONDAS & Co.
" THOMAS COOK & SON.
" COX & Co.
" COX'S SHIPPING AGENCY, LD.
" CRAIGIE, BLUNT AND CAROE.
" CRAWFORD, BAYLEY & Co.
" CROFT & FORBES.
" CROFT, MODY & Co.
" SASSOON J. DAVID & Co.
" JOHN DICKINSON & Co., LD.
" DUNCAN STRATTON & Co.
" J. DUXBURY & Co., LD.
" A. F. FERGUSON & Co.
" JAMES FINLAY & Co., LD.
" FLEMING, SHAW & Co.
" FORBES, FORBES, CAMPBELL & Co., LD.
" FRAMJEE, SONS & Co.
" GANNON DUNKERLEY & Co.
" GILL & Co.
" B. G. GORIO & Co.
" GOSHO KABUSHIKI KAISHA, LD.
" WILLIAM GOSSAGE & SONS, LD.
" W. & A. GRAHAM & Co.
" J. A. GRANT & Co.
" GREAVES, COTTON & Co.
" GRINDLAY & Co.
" GUTMANN & Co.
" HEATLY AND GRESHAM, LD.
" W. T. HENLEY'S TELEGRAPH WORKS Co., LD.
" HOARE, MILLER & Co.
" JOHN BRUCE MURRAY, SON & Co.
" KAHN & KAHN.
" J. F. KENDREW & Co.
" KIDDLE, REEVE & Co.

Messrs. KILLICK, NIXON & Co.
" KING, KING & Co.
" LANGLEY & Co.
" LATHAM, ABERCROMBIE & Co.
" LIPTON, LD.
" LITTLE & Co.
" LOUIS DREYFUS & Co.
" LYON, LORD & Co., LD.
" MACBETH BROS. & Co., LD.
" C. MACDONALD & Co.
" MACKINNON, MACKENZIE & Co.
" JAMES MACKINTOSH & Co.
" MARSHALL, SONS & Co. (INDIA), LD.
" MARSLAND, PRICE & Co., LD.
" MILLARS' TIMBER & TRADING Co., LD.
" MOOLJEE JAITHA & Co.
" NARANDAS RAJARAM & Co.
" JOHN ORMEROD & SONS (EASTERN AGENCY), LD.
" OWEN & OKELL.
" PARKE, DAVIS & Co.
" D. M. PETIT, SONS & Co.
" PHIPSON & Co.
" PREMCHAND ROYCHAND & SONS.
" PRIER DE SAONE & Co.
" RALLI BROTHERS.
" L. & I. RAPAPORT.
" RICHARDSON & CRUDDAS.
" H. L. ROCHAT & Co.
" RUTTONSEE, ERNST & Co.
" SAMUEL FITZE & Co., LD.
" SANDAY & Co.
" DAVID SASSOON & Co., LD.
" E. D. SASSOON & Co., LD.
" W. H. SCALES & Co., LD.
" SHAW, WALLACE & Co.
" SKIPPERS & Co., LD.
" E. SPINNER & Co.
" STEEL BROTHERS & Co., LD.
" STEINERS, LD.
" STRAUSS & Co., LD.
" SULZER BRUDERER & Co.
" SYMONS, BARLOW & Co.
" TATA SONS, LD.
" JOHN TAYLOR & SONS (MANCHESTER), LD.
" TURNER, HOARE & Co.
" TURNER, MORRISON & Co., LD.
" VOLKART BROTHERS.
" WALLACE & Co.
" WELD & Co.
" WILKINSON, HEYWOOD AND CLERK, LD.

Chamber Members—contd.

MR. A. DURST.
„ AHMEDBHOY HUBIBBHOY.
THE ANGLO SIAM CORPORATION, LD.
(EWART, LATHAM BRANCH.)
THE BOMBAY COMPANY, LD.
THE BOMBAY DYEING AND MANUFACTURING COMPANY, LIMITED.
THE BOMBAY ELECTRIC SUPPLY AND TRAMWAYS COMPANY, LIMITED.
THE BOMBAY GAS CO., LD.
THE DUNLOP RUBBER CO., LD.
THE HOLLAND-BOMBAY TRADING CO., LD.
THE IMPERIAL TOBACCO CO., OF INDIA, LD.
THE JAPAN COTTON TRADING CO., LD.
THE MITSUI BUSSAN KAISHA, LD.
THE NESTLE AND ANGLO-SWISS CONDENSED MILK CO.
THE NEW MOFUSSIL CO., LD.
THE PORCUPINE FOUNDRY CO., LD.
THE REUTER'S TELEGRAM CO., LD.
THE SIZING MATERIALS CO., LD.
THE TATA HYDRO-ELECTRIC POWER SUPPLY CO., LD.
THE UNITED STATES STEEL PRODUCTS CO.
THE EAGLE, STAR & BRITISH DOMINIONS INSURANCE COMPANY, LD.
THE GENERAL ACCIDENT FIRE AND LIFE ASSURANCE CORPORATION, LD.
THE NEW INDIA ASSURANCE CO., LD.
THE NEW ZEALAND INSURANCE CO., LD.
THE SOUTH BRITISH INSURANCE CO., LD.
THE SUN LIFE ASSURANCE CO. OF CANADA.
THE ALLAHABAD BANK, LD.
THE ALLIANCE BANK OF SIMLA, LD.
THE BANK OF BOMBAY.
THE BANK OF INDIA, LD.
THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
THE COMPTOIR NATIONAL D'ESCOMPTE DE PARIS.
THE EASTERN BANK, LD.
THE HONGKONG AND SHANGHAI BANKING CORPORATION.
THE IMPERIAL BANK OF PERSIA.
THE INTERNATIONAL BANKING CORPORATION.
THE MERCANTILE BANK OF INDIA, LD.
THE NATIONAL BANK OF INDIA, LD.
THE NATIONAL BANK OF SOUTH AFRICA, LD.
THE RUSSO-ASIATIC BANK.
THE TATA INDUSTRIAL BANK, LD.
THE YOKOHAMA SPECIE BANK, LD.
THE B. B. & C. I. RAILWAY COMPANY.
THE G. I. P. RAILWAY.
THE MADRAS AND SOUTHERN MAHRATTA RY. CO., LD.
THE BOMBAY STEAM NAVIGATION CO., LD.
THE COMPAGNIE DES MESSAGERIES MARITIMES.
THE MARITTIMA ITALIANA STEAM NAVIGATION COY.
THE NIPPON YUSEN KAISHA.
THE ASIATIC PETROLEUM CO. (INDIA), LD.
THE STANDARD OIL COMPANY OF NEW YORK.
THE VACUUM OIL COMPANY.

Associate Members.

THE COMPAGNIE GENERALE D'EXTREME-ORIENT.
THE SOCIETA GRANARIA ITALIANA, LD.

COMMITTEE FOR 1921.

H. P. W. MACNAGHTEN, ESQ., M.L.C., *Chairman.*
V. A. GRANTHAM, ESQ., *Dy. Chairman.*
THE HON'BLE MR. A. H. FROOM.
B. BROWN, ESQ.
T. W. DOWDING, ESQ.
A. K. GRAHAM, ESQ.
J. GREIG, ESQ.
C. A. HAWES, ESQ., V.D.
A. B. MORRISON, ESQ.

RETIRING COMMITTEE.

THE HON'BLE MR. A. H. FROOM, *Chairman.*
THE HON'BLE MR. H. P. W. MACNAGHTEN, *Dy. Chairman.*
MAJOR-GENERAL SIR HENRY F. E. FREELAND, K.C.I.E., C.B., D.S.O., ETC.
A. K. GRAHAM, ESQ.
*T. W. DOWDING, ESQ.
*V. A. GRANTHAM, ESQ.
A. J. RAYMOND, ESQ.
*J. R. ABERCROMBIE, ESQ.
C. H. WILSON, ESQ., C.I.E.

C. B. SAYER, ESQ., *Secretary.*

CHAMBER'S REPRESENTATIVES.

The Council of State.

THE HON'BLE MR. A. H. FROOM.

Legislative Council of H. E. the Governor of Bombay.

H. P. W. MACNAGHTEN, ESQ., M.L.C. | S. J. GILLUM, ESQ., M.L.C.

Bombay Port Trust Board.

THE HON'BLE MR. A. H. FROOM.
A. K. GRAHAM, ESQ.
F. C. ANNESLEY, ESQ.
HARRY T. GORRIE, ESQ.
T. W. DOWDING, ESQ.

Bombay Improvement Trust.

HARRY T. GORRIE, ESQ.

Bombay Municipal Corporation.

W. TURNER GREEN, ESQ. | F. PORTLOCK, ESQ.

College of Commerce Advisory Board.

W. A. HAIG-BROWN, ESQ. | C. H. WILSON, ESQ., C.I.E.

Bombay Smoke Nuisances Commission.

A. GEDDIS, ESQ.

St. George's Hospital Advisory Committee.

V. A. GRANTHAM, ESQ.

Indigenous Industries Advisory Committee.

H. P. W. MACNAGHTEN, ESQ., M.L.C.

* Mr. H. P. Hebblethwaite, Mr. J. I. Murray and Mr. H. G. Weber, who were elected members of the Committee for 1919, resigned their seats during the year on proceeding to Europe and were succeeded by Mr. T. W. Dowding, Mr. V. A. Grantham and Mr. J. R. Abercrombie, respectively.

CHAIRMEN AND SECRETARIES OF THE BOMBAY CHAMBER OF COMMERCE.

Chairmen.

J. Skinner	1836-37	A. D. Grant	1870-71
M. T. Brownrigg	1837-38	W. G. Hall	1871-72
H. G. Gordon	1838-39	J. K. Bythell	1872-73
J. Skinner	1839-40	H. E. Bright / E. Lord	1873-74
T. R. Richmond	1840-41	D. Watson	1874-75
C. B. Skinner	1841-42	J. A. Forbes	1875-76
S. D. Murray	1842-43	G. F. Henry / Donald Graham	1876-77
J. Wright / E. Lyon	1843-44	Walter Lang	1877-78
T. Cardwell	1844-45	M. Mowat	1878-79
J. Smith	1845-46	C. Macdonald	1879-80
W. Graham	1846-47	J. N. Graham	1880-81
John Parsons	1847-48	E. Comber / W. M. Macaulay	1881-82
A. G. Latham	1848-49	James Thorburn	1882-83
Robert Strong	1849-50	Sir F. Forbes Adam, Kt., C. I. E.,	1883-84, 1884-85, 1886, 1887, 1888, 1889
W. S. Gray	1850-51	A. F. Beaufort	1890°
John Parsons	1851-52	L.R.W. Forrest,	1890°, 1891, 1892°
A. M. Campbell	1852-53	J. L. Symons	1892°
H. B. Gilmour	1853-54	R. S. Campbell	1893°
James Graham	1854-55	W.R. Macdonell,	1893°, 1894, 1895
W. F. Hunter	1855-56	A. F. Beaufort	1896
A. T. Binny / H. B. Gilmour	1856-57	A. Abercrombie	1897
John Fleming	1857-58	R. H. Macaulay	1898
Robert Ryrie	1858-59	A. Abercrombie	1899
H. D. Cartwright / Henry Scott	1859-60	William Greaves,	1900, 1901, 1902°
Andrew Grant / George Hamilton / George Lord	1860-61	J. M. Dick	1902°, 1903
James N. Fleming / Michael H. Scott	1861-62	C. H. Armstrong	1904, 1905
Robert Hannay / Alexander Brown	1862-63	H. E. E. Procter	1906
Andrew Grant	1863-64	C. H. Armstrong	1907
A. C. Gumpert / Alexander Stewart	1864-65	Sir Henry Procter, Kt.	1908
A. J. Hunter	1865-66	C. H. Armstrong	1909
W. Christian / A. J. Hunter / Alexander Brown	1866-67	R. G. Monteath	1910
J. Foggo	1867-68	C. H. Armstrong.	1911, 1912
Hamilton Maxwell	1868-69	Sir Chas. Armstrong, Kt.	1913
H. E. Astley / D. Graham	1869-70	Marshall F. Reid, C. I. E.	1914
		T. W. Birkett	1915
		J. S. Wardlaw Milne	1916
		Malcolm N. Hogg	1917, 1918
		Nigel F. Paton	1919
		A. H. Froom	1920
		H. P. W. Macnaghten	1921

(° Part year.)

Secretaries.

R. X. Murphy	1836-38	James Taylor	1864-73
J. E. Brenan	1838	John Gordon	1873-84
R. X. Murphy	1838-41	David Watson (Acting)	1881-82
T. J. A. Scott	1841-46	John Marshall	1884-98
John Connon	1846-57	Frederick Noël-Paton	1898-1905
John Mawson	1857-59	J. B. Leslie-Rogers	1905-1911
J. A. Crowe (Acting)	1858-59	R. E. Gregor-Pearse	1912-1920
H. Brooke	1859-64	C. B. Sayer.—Appointed	1921

Bombay Chamber of Commerce.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the members of the Bombay Chamber of Commerce was held in the rooms of the Chamber, Graham's Buildings, on Wednesday, 6th April 1921, at 3 p. m., to transact the following business :—

(1) To adopt the Report of the Committee of the Chamber for the year 1920.

(2) To confirm the election of the Members of the Committee of the Chamber for the year 1921, nominated in accordance with Rule 22 (i).

(3) To sanction the increase of the charge levied under Rule 10 of the Chamber's Rules and Regulations for a copy of each of the publications of the Chamber.

(4) To amend the Resolutions passed at the Annual General Meeting of the Chamber, held on the 25th March 1918, regulating the payment in Bombay of sterling freight inwards to Bombay and outwards from Bombay, respectively.

(5) To fix the brokerage to be paid by Shipping Companies in Bombay to recognised brokers for securing freight Homewards.

(6) To pass a resolution regulating the rate of exchange at which claims for shortages against Steamship Companies shall be paid.

(7) To appoint Auditors of the Chamber's accounts for the year 1921 and to fix their remuneration.

(8) To elect two Trustees of the Chamber's Provident Fund for the current year.

And to transact any other business that may be brought forward.

The Hon'ble Mr. A. H. Froom, Chairman of the Chamber, presided. Among those present were:—His Excellency Sir George Lloyd, G.C.I.E., D.S.O., Governor of Bombay; the Hon'ble Mr. M. H. W. Hayward, I.C.S., Member of the Executive Council; the Hon'ble Sir Narayen Chandavarkar, Kt., President of the Legislative Council; Captain G. J. Headlam, C.M.G., D.S.O., A.D.C., R.I.M., Deputy Director of R. I. M.; A. C. McWatters, Esq., C.I.E., I.C.S., Controller of Currency; C.W.C. Carson, Esq., O.B.E., Deputy Controller of Currency; Captain A. S. Balfour, O.B.E., Port Officer; H. A. Sams, Esq., C.B.E., I.C.S., Postmaster General; R. D. Bell, Esq., C.I.E., I.C.S., Director of Industries; Sir Lawless Hepper, Kt., Director of Development; C. R. Watkins, Esq., C.I.E., Acting Collector of Customs; Major G. H. Willis, C.I.E., M.V.O., R.E., Mint Master; Sir Sassoon David, Bart., President, Municipal Corporation; G. H. Cowan, Esq., I.C.S., Chairman, Cotton Contracts Board; M. Leslie, Esq., Chairman, Bombay Fire Insurance Association; F. M. Garnett, Esq., Chairman, Bombay Underwriters' Association; Rahimtoola Currimbhoy, Esq., M.L.A., Chairman, Bombay Millowners' Association; Mathradas Canjee Matani, Chairman, Rice Merchants' Association; Sir Norcott Warren, Kt., and Sir Robert Aitken, Kt., Managing Governors, Imperial Bank of India; C. M. Hathaway, Esq., Consul for America; R. Vadala, Esq., Consul for France; Dr. O. Pertold, Consul for Czecho-Slovakia; K. Ringger, Esq., Consul for Switzerland; E. H. Danchell, Esq., Consul for Denmark; J. G. Bendien, Esq., Consul for the Netherlands; F. H. McLeod, Esq., C.B., Labour Department; G. Findlay Shirras, Esq., Director of Statistics; A. H. Byrt, Esq., The Times of India; H. P. W. Macnaghten, Esq., M.L.C., Deputy Chairman of the Chamber; J. R. Abercrombie, Esq., T.W. Dowding, Esq., A.K. Graham, Esq., V. A. Grantham, Esq., and C. H. Wilson, Esq., C.I.E., Members of the Committee of the Chamber; A. Holmes, Esq. and Walter Andrew, Esq., of Messrs. E. & W. Andrew, Ltd., (Manchester) Bombay Agency; B. G. Davy, Esq., of Messrs. J. A. Begbie & Co.; G. Ballance, Esq., of Messrs. Thos. Cook & Son; G. F. Huggins, Esq., of John Dickinson & Co., Ltd., Kenneth MacIver, Esq., of Messrs. Ewart Latham & Co.; H. G. Cocke, Esq., of Messrs. A. F. Fergusson & Co.; B. Brown, Esq., of Messrs. James Finlay & Co., Ltd.; J. M.

Anderson, Esq., H. E. Harrington, Esq., and R. A. F. Kidson, Esq., of Messrs. W. & A. Graham & Co.; R. Randow, Esq., of Messrs. Gutmann & Co.; Sir Thomas Birkett, Kt., D. W. Wilson, Esq., C.I.E., F. C. Annesley, Esq., and F. A. H. East, Esq., of Messrs. Killick Nixon & Co.; R. D. Marshal, Esq., of Messrs. Lyon Lord & Co., Ltd.; L. S. Hudson, Esq., and G. R. Campbell, Esq., of Messrs. Mackinnon, Mackenzie & Co.; J. S. Brown, Esq., and F. S. Cox, Esq., of Messrs. Millar's Timber and Trading Co., Ltd.; E. G. Montgomery, Esq., of Messrs. Owen & Okell; A. B. Rendall, Esq., of Messrs. Phipson & Co., Ltd.; Maneklal Premchand, Esq., of Messrs. Premchand Roychand & Sons; G. C. Richardson, Esq., of Messrs. Richardson and Cruddas; H. H. Sawyer, Esq., of Messrs. David Sassoon & Co., Ltd.; A. B. Morrison, Esq., of Messrs. Shaw Wallace & Co.; E. Erb, Esq., of Messrs E. Spinner & Co.; Max Frei, Esq., of Messrs. Sulzer Bruderer & Co.; L. Volkart, Esq., of Messrs. Volkart Brothers; C. E. Birley, Esq., of Messrs. Weld & Co.; S. J. Gillum, Esq., of the Bombay Company, Ltd.; C. N. Moberley, Esq., C.I.E., and C. C. Fowler, Esq., of the Bombay Electric Supply and Tramways Co., Ltd.; A. R. Burch, Esq., and W. T. Lane, Esq., of the Bombay Gas Company, Ltd.; D. van Wyngaarden, Esq., of the Holland-Bombay Trading Company, Ltd.; R. A. Don, Esq., of the Imperial Bank of India; J. Greig, Esq., of the Chartered Bank of India, Australia and China; Cecil Kennedy, Esq., of the National Bank of India, Ltd.; C. A. Hawes, Esq., Ag. Agent, G. I. P. Railway; H. M. Cook, Esq., of the Eagle Star and British Dominions Insurance Co., Ltd.; Phiroze C. Sethna, Esq., O.B.E., of the Sun Life Assurance Co., of Canada; W. J. Burrows, Esq., of the Compagnie Generale D'Extreme-Orient; C. B. Sayer, Esq., Secretary; and H. Royal, Esq., Ag. Assistant Secretary of the Chamber.

The following gentlemen were unable to accept the Committee's invitation to be present:—

The Hon'ble Mr. W. M. Hailey, C.S.I., C.I.E., I.C.S., Finance Member of the Government of India; the Hon'ble Sir Geo. Barnes, K.C.B., Member for Commerce; the Hon'ble Sir Thomas Holland, K.C.S.I., K.C.I.E., F.R.S., Member for Industries; C. A. Innes, Esq., C.I.E., I.C.S., Secretary of the Commerce Department;

the Hon'ble Sir Geo. S. Curtis, K.C.S.I., I.C.S.; the Hon'ble Sir Ibrahim Rahimtoola, Kt., C.I.E., and the Hon'ble Sir Chimanlal H. Setalvad, Kt., Members of the Executive Council of the Governor of Bombay; the Hon'ble Khan Bahadur S. G. H. Hidayatallah, the Hon'ble Mr. Chunilal V. Mehta and the Hon'ble Mr. R. P. Paranjapye, Ministers of the Government of Bombay; Rear-Admiral H. L. Mawbey, C.B., Director of Royal Indian Marine; W. C. Shepherd, Esq., I.C.S., Commissioner of Customs; J. S. Milne, Esq., Accountant-General; F. C. Griffith, Esq., O. B. E., Inspector-General of Police; R. L. McCulloch, Esq., Commissioner of Police; G. W. Hatch, Esq., I.C.S., Chairman, Port Trust; E. G. Turner, Esq., I.C.S., Chairman, Improvement Trust; the Presidents, Indian Merchants' Chamber and Bureau, the European Association and the Bombay Presidency Trades Association; the Consuls for Belgium, Spain, Portugal, Italy, Norway, Sweden, Japan, Brazil, Persia and Cuba.

The notice convening the meeting having been read **the Hon'ble Mr. A. H. Froom**, in opening the proceedings, said:—

Your Excellency and Gentlemen,—In rising to propose the adoption of the report of the Committee of the Bombay Chamber of Commerce for the year 1920, I wish first to express how greatly we appreciate the presence of His Excellency the Governor among us this afternoon. It is just over two years since His Excellency arrived in Bombay and we have all recognised the keen interest he has taken in Commerce and Trade since his appointment as our Governor, an interest which is further exemplified in his ready acceptance of the invitation to our annual general meeting to-day. Another pleasant duty I have is to welcome heartily our other guests; it is a great pleasure to us to see them here.

At our last annual meeting my predecessor in the chair made reference to the Reforms Scheme, which was to give India a larger share in self-government through the medium of elected representatives in various Councils, and but a short time ago His Royal Highness the Duke of Connaught re-visited India to inaugurate the Council of State, the Legislative Assembly and various Provincial Councils. It was my good fortune to be present at Delhi representing you in the Council of State, when His Royal Highness

inaugurated the revised Legislature, and it will be a very long time before those who were present will forget the message from His Majesty the King-Emperor, and its earnest delivery by His Royal Highness, nor shall we part with easily, the memory of the Duke's personal and touching appeal to lay aside differences and work together for the common good of this great country. The visit of His Royal Highness rightly belongs to the events of the current year, but it is so fresh in our memories and its importance has been so great that I trust I shall not be considered out of order in referring to it here.

I will now turn to the report, the adoption of which I have the honour to propose this afternoon. It will be seen that the work of your Committee during the past year has been wide and varied. We have had before us many important questions such as the coal situation, exchange position, export trade, railways, etc., all of considerable moment to the trade of Bombay. Indeed, gentlemen, there are very few commercial and trade matters concerning which your Committee have not been called upon to give their opinion. We have been approached for advice on matters of all descriptions varying from those I have mentioned to a question from one commercial body as to the definition of whisky, which came before us in something like the nature of an enquiry as to when is whisky not whisky, and after mature deliberation the Import Sub-Committee advised the General Committee that in their opinion, when the spirit was labelled Scotch, it might safely be regarded as satisfactory whisky or something to that effect!

Grave Coal Situation.

I will first of all refer briefly to the coal situation, which, we are all unhappily aware, is a very grave one. There are occasions when one almost despairs of arriving at a correct solution of this problem. At one time it is reported that the raisings of coal at the collieries are good and ample, but that the difficulty is one of wagons. At another we are informed that the supply of wagons is more than sufficient, but there is no coal. Again we are informed that there are both wagons and coal, but not sufficient railway facilities to deal with the traffic. On the whole we have come to the conclusion that the main difficulty is one of wagons and their

mobility, although, at certain brief periods in the year, when labour is inclined to disappear on agricultural pursuits, the raisings may be at fault. In pre-war days Bombay used to draw her coal requirements from Bengal chiefly by the sea route; and with a view to relieve, to some extent, the tension that existed, we were approached in May last by the Railway Board with the proposal that all coal for bunkering purposes should in future be carried to Indian ports, other than Calcutta, by sea and not by rail. The reason for this was obvious, *viz.*, that the lead from the Bengal collieries to the Kidderpore Docks in Calcutta was infinitely less than that to Bombay, in fact over the former route a wagon could or should be able to make five journeys compared with one over the latter. The Bombay Chamber consulted the various shipping agencies who readily agreed to the suggestion, provided steps were taken to enforce the regulation strictly so that no-one shipping company should be at an advantage over another, and the Chamber replied to the Railway Board welcoming and supporting the proposal which was introduced from the beginning of September last; there had of necessity to be some interval allowed for permitting the shipping companies to make their arrangements for sea freight. At the same time it was found necessary to curtail the amount of coal exported from Calcutta to foreign ports and such export was prohibited, except under license. I would here mention that this license, which was strict from the outset, has recently been made even stricter and very little coal now leaves this country for foreign ports. This, it must be admitted, bears hardly on the colliery owners, as it precludes them from selling their coal to the highest bidder; but so long as the internal demand in this country for coal exceeds the supply, I do not see what else can be done, much as I dislike control in any form.

The Sea Route.

Unfortunately the diversion of bunker coal to the sea route has not cut deep enough into the disease and we are still faced with complaints from all parts of the country of short coal supplies. I feel sure that the further remedy lies in the hands of the railway companies, or perhaps I should say the Railway Board. I am assured that it is not the actual number of wagons available that is

at fault (although many of the wagons running should be scrapped and replaced by new ones) but that the trouble is the absence of sufficient facilities for handling the wagons. It is a matter of common knowledge that certain of our railways are many years behind the times in the matter of sidings, marshalling yards, substitution of double lines for single tracks, etc., and I earnestly invite the attention of the Railway Board to these important points.

Unfortunately, however, we cannot expect an immediate improvement in this respect to be accomplished by the waving of a magic wand, but during the time these improvements are being brought about I am of the opinion that the various railways themselves might do more to help the situation. I am told that one of the reasons assigned by the railways for the delayed transit in wagons and coal trains is hot axles, due to the theft of cotton waste and oil from the axle boxes for which it is apparently beyond the power of the railways to find a remedy. Surely this is a matter that the railways could tackle and one that their personnel should be able to develop sufficient ingenuity to overcome by some means or other. Apart from this, however, one cannot help thinking that with closer supervision over the various sections of the lines some improvement could be effected in the time taken in transit, shunting, etc., etc. An hour saved here and an hour saved there or minutes saved here and there would be all to the good and would, I feel sure, present a very appreciable total over long distances, or even short ones for the matter of that.

The Railways.

I believe that in these days of financial stringency some, if not all the railways in India, have appointed a special officer engaged from outside their own railway to enquire closely into expenditure with a view to reducing the debit side of their accounts without sacrificing efficiency. I put it to the railways that if there were a similar appointment for enquiry into the movements of wagons much time might be saved which would spell financial satisfaction to the railways and material satisfaction to the consumers of coal in this country.

You all know, gentlemen, that the export trade of India should be at its busiest at the present season and that her products

should be going forward in large quantities to other countries. Unfortunately the export trade, in spite of the present low exchange, is extremely dull and slack, but—I am almost ashamed to say it—what a fortunate thing for the railways ! The existing equipment of our railways is insufficient to meet the present requirements of the internal coal trade. What would have been our position as regards coal had the railways been required to move—as they might easily have been required to move—the surplus harvests of bumper crops? What will be the position when trade again booms, as it must again boom ? How will the railways handle both coal and produce in a year of plenty when in a dull year they cannot fully meet the demand for coal transport alone? I appeal to the Government of India not only to give this important question their careful consideration but to realise the urgent necessity for the prompt improvement of such facilities as at present exist. With things as they are, one can only visualise the dismal picture of the country praying for a good monsoon and the Railway Board praying for a bad one.

One point more before I leave this subject and that is, the Bombay mill industries in pre-war days used to obtain their coal from Calcutta by the sea route and I think that the time has come when they should consider the expediency of adopting this method again. It is true that at the present time it would cost the mills something like Rs. 5 or Rs. 6 a ton more by the sea route than by rail but I put it to the millowners to emulate the shipping companies and to see whether by all combining together, so that no one mill should obtain an advantage over another in the cost of transit of its coal supplies, they cannot revert to the sea route and thus assist to relieve the present unfortunate situation which appears to grow worse instead of better and at the same time to help themselves.

Exchange.

I now turn to another subject. I suppose no speech from the Chairman of any Chamber of Commerce would be complete in these times without a reference being made to that very troublesome matter, exchange. But at the outset I think I should tell you, gentlemen, that I have no startling proposal to lay before you

which would have the effect of sending the rate of exchange bounding up to 2s. or thereabouts. Past committees of this Chamber in their time have doubtless had many intricate problems to deal with but I question if they ever had such a perplexing matter as this one of the Rupee Exchange which your committee have had to deal with during the year under review.

Let me take your memories back to the beginning of January 1920, when exchange was quoted at about 2s. 4d. It rose rapidly and in February touched 2s. 10¼d., weakened again and fell, some times gradually, at other times with a rapid decline, to just below 1s. 5d. in December. Since the beginning of the current year we have seen it down to below 1s. 3d. and at the present time it is hovering around 1s. 3⅜d. I will not weary you, gentlemen, by recapitulating the various causes, already well-known to you, governing this violent fluctuation in the exchange value of the rupee but I have drawn your attention to the figures quoted to show you what a difficult year 1920 has been for trade and commerce with such a varying exchange.

The advice of your committee has been sought on many occasions and the Hon. the Finance Member paid us several visits to discuss the whole situation and the Government's policy of selling reverse councils. You all remember how the adverse trade balances of India during the latter half of the year proved too much for Government with the result that the reverse council policy was of necessity dropped and exchange left to look after itself. No doubt, gentlemen, you have read in the newspapers the many letters of advice and protest and various suggestions as to how the situation should be handled. In fact some of the letters have laid down with such conviction the policy that Government ought to pursue that at times I have almost felt surprised at the Government of India not at once inviting the writers to join the Finance Department.

Look to the Future.

Now, gentlemen, I think it behoves us, in this question of exchange, to look to the future rather than the past. Let us drop what a bridge player would call "post-mortems" and let us look forward rather than back. Here I can only repeat, what your

committee expressed in a letter to the Government of India not very long ago, my firm conviction that the real solution of the present Exchange depression lies in the revival of the export trade of the country. Last June saw the beginning of the unfortunate position in which we now find ourselves, *viz.*. that of adverse trade balances. In June for the first time our exports of private merchandise were at a disadvantage in comparison with the imports by Rs. 3 crores. In July the imports exceeded the exports by Rs. 7 crores, in August by Rs. 10 crores, in September by Rs. 8 crores, in October by Rs. 11 crores, in November by Rs. 13 crores and in December by Rs. 12 crores. Now I ask you, gentlemen, what exchange could stand up against that state of affairs or how could any Government be expected to bolster up exchange against such adverse conditions?

The revival of our export trade is absolutely essential in order to restore the exchange position. I am afraid, however, that with the existing absence of demand from foreign markets for our produce, owing largely to the financial crisis most countries are going through at present, we cannot hope for a material improvement in our exports for some little time. Most of you, gentlemen, will have read the report of the Brussels Conference which was held in order to see what could be done to establish international credits. We are now waiting with interest to see how the credit scheme proposed will be put into practice and we earnestly hope that whatever method is adopted will be introduced with the least possible delay.

Russia and Germany.

We have learned with satisfaction that the Anglo-Russian Trade Agreement has been signed by Sir Robert Horne and M. Krassin, on behalf of the British and Soviet Governments respectively, and we trust that this will result shortly in the re-opening of trade between India and Russia to the benefit of both countries. The export trade to Russia is one perhaps which interests the other side of India more closely than this side but it is the export trade of India as a whole with which we are concerned as affecting our trade balances and consequently the exchange position of this country.

The hoped-for revival of trade with Germany appears to have received a set-back from the effects of the Reparations Bill. Much as this set-back is to be deplored, I think we must be content to leave the whole intricate question of future trade with Germany in the hands of the Home Government, relying with confidence that our friends at Home will further India's interests to the best of their ability. Before I leave this vital question of India's exchange and trade, gentlemen, I should like to refer to one more point. Most of you, no doubt, peruse with interest the Department of Statistic's monthly publication of accounts relating to the sea-borne trade and navigation of British India. Particularly do we turn to the summary of India's foreign trade which appears in the early pages of the book. This summary is given in rupees. Now I think it may be safely assumed that the value of imports into this country, compared with their value in pre-war days, has risen in a higher ratio than the value of exports.

If this assumption is correct—and I think we may take it that it is—, it necessarily follows that to overcome the adverse trade balances we shall have to look for an increased proportion of excess of exports over imports. It is not only the quantity of imports that has been against our exchange in recent months but also their increased value. If the Director of Statistics could give us month by month a summarised comparative statement of the quantities of the exports and imports side by side with his present interesting statement of their values, I think we should find such a publication both interesting and instructive. We would find it still more instructive if Mr. Findlay Shirras could see his way to give us not only the weights of the merchandise now being imported and exported but also the corresponding figures for the pre-war year.

The Imperial Bank.

Here I will leave exchange and trade, gentlemen, else I shall be trespassing on your patience too far. The prosperity of India lies mainly in its export trade and anything we can do to revive and foster it will be all to the good of this great country in which we are working.

I feel I should be guilty of a grievous omission if, in reviewing the noteworthy events of the past year, I made no reference to the scheme for the formation of the Imperial Bank of India by the amalgamation of the three Presidency Banks. This scheme was submitted to the shareholders of the three banks early in the year and was approved. The necessary Bill in connection therewith was duly passed by the Imperial Legislative Council in September last. It then received the assent of the Governor-General and the Imperial Bank of India came into existence on the 27th of January this year. I will not discourse here on the benefits which we are confident the Imperial Bank will confer on India but I think it will be readily recognised that, with the 100 branches which this Bank has undertaken to open during the next five years, the money resources of the country will be rendered more accessible to trade and industry by means of the extended banking facilities. As you know, gentlemen, the Central Board of the Imperial Bank is a moving body and at the present time is located in Bombay. We have at our meeting to-day the two managing Governors of the bank, Sir Norcott Warren and Sir Robert Aitken and we are very pleased to see them. Quite apart from his present exalted position, Sir Robert Aitken, together with the other members of our Finance Sub-committee, has been most helpful to us during the past year.

THE RAILWAY COMMITTEE.

In dealing with the coal situation I have made some reference to the part that the railways in India are required to take in that difficult question. We have had a Railway Committee touring through India during the past cold weather and our thanks are due to the Deputy Chairman, Mr. Macnaghten, for the very able manner in which he gave evidence before that Committee on behalf of the Bombay Chamber of Commerce. I hope we shall hear this afternoon Mr. Macnaghten's views on the railway administration in India generally and I leave it to him to deal with that all important subject. I hope too that the Deputy Chairman will also give us the benefit of his views on the present unfortunate situation of the import trade in Bombay, particularly the foreign piece-goods trade, due to the decline in exchange. He is better qualified to speak on this subject than I am.

THE PORT AND ITS FUTURE.

Bombay being a port of which we are all justly proud, it is a matter of satisfaction to us that the Port Trust should be alive to the rapid expansion of its trade and should already be examining plans for the construction of a new dock so soon after the completion of the Alexandra Dock. Your Committee have already been invited to express their views on various points in connection with the New Dock.

The second meeting of the Associated Chambers of Commerce of India and Ceylon was held in Calcutta in January last. Unfortunately owing to a hurried visit to England I was prevented from attending the meeting but the Bombay Chamber was most ably represented by Mr. Macnaghten, who very kindly took my place, and he was accompanied by your Secretary, Mr. Sayer. Many matters of interest were discussed and the Association is now well established and I feel sure, through the increased facilities it offers of exchanging the views of the various Chambers of Commerce throughout India, it will prove to be of much benefit to the trade and commerce of this country. The Association also affords an opportunity of expressing to the Government of India and in other directions the combined views of its members when occasion arises for such action.

I must take the opportunity afforded to me this afternoon of offering to His Excellency the hearty congratulations of this Chamber on the unique success of the Bombay Development Loan of 1920. The whole-hearted manner in which Bombay City in general, and that great body the Bombay Millowners in particular, came forward to support the loan must have been a source of considerable gratification and pride to the Governor of Bombay, expressing as it did a keen appreciation of the great development scheme which was first explained in clear detail by His Excellency at the meeting of the Legislative Council in Poona last August. We all recognise the deep interest our Governor takes in the housing, in and around this city, of all classes, especially the working classes, an interest shared by Lady Lloyd as evidenced by her promotion of the Infants' Welfare Fund. We wish the Bombay Development Scheme every success.

Domestic Affairs.

I must now refer briefly to our domestic affairs. In his speech last year your late Chairman, Mr. Nigel Paton, foreshadowed a general advance in the cost of printing and in other items of expenditure. His prognostications have been more than justified as will be seen from the accounts already in your hands which show a loss in the year's workings. From the 1st July last the membership subscriptions were of necessity raised as were also the subscriptions for our statistical returns. The measurement fees too were revised from the same date. We shall not of course feel the full benefit of this increased revenue until it has been applied to a complete year but I am afraid, gentlemen, I must ask you later on this afternoon to agree to a further advance in your annual subscriptions to the statistical returns, reluctant as I am to do so. It is necessary, however, to put our house in order and to re-establish the Chamber's finances.

For the first time there appears on the expenditure side of our accounts a small payment towards a Sinking Fund to provide for the depreciation in the value of the various securities held in the Chamber's Provident Fund. Our thanks are due to Mr. C. H. Wilson, Mr. H. P. Hebblethwhite and Mr. H. G. Weber for the trouble they took in investigating this matter. Such a Sinking Fund, I think you will agree, gentlemen, is not only a wise precaution but is an essential one.

The total Chamber membership on the 31st December last was 151 against 139 at the close of 1919 and I hope that during the current year we shall still further increase our numbers.

A War Memorial.

There is one matter to which no reference is made in the report before us and that is your generous response to my appeal for subscriptions towards a War Memorial in the form of Convalescent Homes in India for British officers. The amount subscribed totalled Rs. 85,450 and, when this amount was handed over to the Honorary Treasurer of the Fund, the late Viceroy, Lord Chelmsford especially asked me to thank you, gentlemen, for your support to a cause which both he and Lady Chelmsford have so much at heart.

I had hoped that the subscriptions would total Rs. 1 lakh and it is not too late should any members wish to help us reach that sum. The Secretary would be very glad to receive any cheques you might like to send.

Well, gentlemen, my year of office as your Chairman is now at an end but before I sit down I desire to express my sincere thanks to your Deputy Chairman, Mr. Macnaghten, for his loyal support and for the ready manner in which he has always responded to the many calls I have made on his time. I also wish to express my gratitude to the members of the General Committee and the various Sub-Committees for their valuable help. No chairman could have been more ably assisted. My thanks are also due to Mr. Sayer—who was Acting Secretary for the greater part of the year and who, I am pleased to say, has since been appointed Secretary,—and to the other members of the Chamber's staff for their continued loyal services and last but not least to all of you, gentlemen, for your confidence and support during a difficult period.

I heartily congratulate you on having secured Mr. Macnaghten and Mr. Grantham as your Chairman and Deputy Chairman respectively during the coming year. I feel sure that you could not have made a better choice and that the conduct of the affairs of this Chamber could not be left in more capable hands.

I now beg to propose that the Report of the Committee of the Bombay Chamber of Commerce for the year 1920 be adopted and confirmed.

India and the Crisis.

Mr. H. P. W. Macnaghten, M.L.C., in seconding the adoption of the Report, said :

Your Excellency, Mr. Chairman and Gentlemen, in rising to second this resolution, I have, first, to thank you, Gentlemen, for the honour you have done me by electing me as your chairman for the coming year; and you, Mr. Chairman, for your very kind references to myself ; and secondly, I have to ask for your hearty help and co-operation throughout the year. Incoming chairmen

have no doubt made the same request; but I hardly think that I shall be accused of undue pessimism when I say that the present times are peculiarly difficult.

I refer, of course, partly to the depression that has come over trade throughout the world. That is inevitable after a war. I need not take you back to the history of a hundred years ago when the Napoleonic wars ended and were followed by a long period of depression and unrest. Most of us can remember that even so localised a struggle as the South African war left behind it trade difficulties and a contraction of credit; and the huge dislocations of the great war have resulted in a sudden slump all over the world which, however unpleasant it may be at the time, is recognised as a necessary preliminary to the cheapening of the cost of living.

Up to the present India has not, I think, felt the effect of the slump nearly so sharply as Europe. Her internal buying power is comparatively undisturbed and her factories are still turning out their products to the mutual advantage of consumer and manufacturer. But the serious position of Bombay lies in the difficulties of the importers. Their troubles have been increased by the fall of the rupee, which the Chairman has discussed, and have been aggravated by the unbusinesslike attitude of the dealers.

A Year Ago.

A year ago trade was booming. There seemed no reason why the sterling value of piece goods should fall: they were urgently needed at any price in India where the balance of trade was still favourable: the rupee was apparently to be pegged at 2sh. gold. In those circumstances a very large business was done (as was bound to be the case) and everyone—manufacturer, banker, merchant and dealer—was so deeply involved in it that it is useless to recriminate and say that our present troubles are due either to reckless selling on the part of the manufacturer or to reckless buying on the part of the dealer.

Suddenly the bottom fell out of the whole business and it became obvious that the transactions were unprofitable. The aggregate losses were, no doubt, almost unprecedentedly heavy: but unprofitable transactions are a commonplace of business, and it is

only in degree that the present situation differs from many hundreds of previous transactions.

It is nothing new for a transaction to turn out badly, but those who wish to enjoy good credit in the future must face their liabilities under their contracts. A man cannot have it both ways: he cannot evade his contracts and at the same time continue to rank as a first class party. If he finds himself really unable to meet his liabilities his recourse is to come to some compromise with the other contracting party whose interest it is to arrange matters to their mutual advantage without the intervention of any third party whatever.

A businesslike and equitable settement of differences has always, I think, been characteristic of Bombay merchants and dealers in the past: and those unable to meet their liabilities in full would no doubt have met with full consideration from their sellers long ere this but for a resolution of the Native Piece Goods Merchants Association pledging its members not to settle any contracts at a lower rate than 2sh. to the rupee.

This resolution came into force about 4 months ago. During this time trade has been at a standstill though much might have been done to liquidate stocks and improve the general situation: the position is now very much worse than it would have been if no attempt had been made to tamper with the sanctity of contracts by an attempt at wholesale repudiation; the liability under the contracts is what it was 4 months ago but is much more onerous by reason of the further fall in Exchange. The reputation of Bombay trade will continue to be dimmed until the Association no longer seeks to fetter the discretion of its individual members in the settlement of their contracts. Business requires mutual confidence. This will be entirely wanting if there is any suggestion that contracts cease to be binding when they result in a loss to one of the contracting parties.

The Chairman in his speech has referred to the coal question and, incidentally, to the wagon shortage. Your Committee deputed me during the year to represent the views of the Chamber before the Railway Committee and I then expressed your desire that the

railways requirements should be independent of the general budget of India and your preference for Company over State management. The interests of Bombay are bound up in the railways, and your committee is very anxious that money should be made freely available to bring them up to something like their pre-war standard of efficiency. On the question of company management I am personally very strong, because I do not believe that, in the nature of things, it is the business of Government to manage railways.

A Word about Telephones.

And this brings up a question of purely local interest, or rather of local annoyance, because I suppose that we have all, with the possible exception of His Excellency, murmured hard, evil, but wholly inaudible words down the system of the Bombay Telephone Company. The Government of India's option to purchase the business of the Telephone Company has led to a dead-lock precisely the same as that which preceded the disastrous acquisition of the London Telephones by the Postmaster General. The company cannot, in fairness to its shareholders, lock-up its money in modernising their system with the Government option hanging over their heads: and Government decline either to exercise or to terminate their option until the service is improved.

I do not say that the Bombay Telephones are the worst in the world. The first city in India is not ashamed to yield the pre-eminence in this as in other matters to London; but they are disgraceful, and there is no chance of any improvement till the Government of India either exercises or terminates its option. With the example of the inefficient and extravagant management of the Postmaster General before our eyes in London, I would personally rather fall into the hands of the Company than the Government: and I trust that the Government of India will shortly extend to the Company a lease under conditions that will enable them—and if necessary compel them—to provide Bombay with an adequate service.

The Chairman has referred very kindly to my occupation of the chair during his absence at Delhi. The vastly prolonged sittings of the Council of State compared to the Councils of old

days will very probably make it inadvisable in the future for your representative at Delhi to be your chairman. Even the chairman of your Chamber cannot, like the Parliamentary Bird, be in two places at once: and unless you are prepared to hand over your business to the vice-chairman in two or three of the busiest months of the year, you must arrange to be represented at Delhi by some other member than the chairman. I understand that Mr. Froom is prepared to undertake to carry on for another year the good work that he has done on your behalf at Simla and Delhi: and I have no doubt whatever that it is your wish that he should do so.

I now beg to second the resolution before you.

The report was then adopted.

THE GOVERNOR'S SPEECH.

His Excellency the Governor said:—Mr. Froom, Mr. Macnaghten and Gentlemen, let me at the outset of my remarks tell you how greatly I appreciate this opportunity of meeting the members of your Chamber, and I appreciate it not only on personal grounds but because from the point of view of Government a meeting of this kind between the Head of the Government here and the leading business men is of advantage to Government as well as a pleasure to myself. I must at once refer, as you have done, Sir, to the visit of His Royal Highness and I am certain that you are right in referring to that visit as the most important event of the year. I can assure you that His Royal Highness felt very keen pleasure in the warmth of the welcome extended to him, and I am grateful to all the gentlemen here as elsewhere in Bombay for the splendid help they gave in making that visit a success.

Your Chairman, in the course of the kind welcome he extended to me, referred to the interest I have taken in commerce and trade. It is true that I have taken some special interest in these questions for I believe that knowledge of trade and industrial affairs is almost essential to statesmanship and the proper conduct of public business. Certain it is that to-day there is scarcely a problem that vexes the Cabinets of Europe or the Councils o i

India that is not mainly economic in character or does not derive its chief danger from economic grievances underlying it. But if those at the helm of Government can profit by study and knowledge of commercial affairs, it is equally important that those who are engaged in commerce here in Bombay as elsewhere should take an interest and play their part in public affairs and not feel that the problems of Government are problems of no concern to them and merely the job of the politician. There is sometimes a tendency amongst business men to ignore public affairs until some question arises which adversely affects their interests whereas we desire their close interest and assistance all the time. I can assure you that the closer the interest you take in public affairs the greater the virility, life and chances of success any administration has. In this connection let me congratulate your representatives upon the excellent public work they have performed in the Legislative Assemblies lately inaugurated of which I have heard the testimony from several sources. It is really valuable work and we intend to use their energy and ability for the furtherance of the good of this Presidency in every way we can, so that they may feel that they represent the united feeling of both the administration and commerce of the Presidency. I entertain every hope that members of this Chamber will follow their example and assist the work of local bodies in just the same way.

Productive Expenditure.

I should now like to touch upon one or two of the main questions referred to by your Chairman in the interesting speech he has just made. Much as I deplore your Chairman's attempt to give the whisky question a racial bias I shall not give way to the temptation and discuss it. I would rather turn to another question which in the southern part of my own country at any rate is considered of almost equal interest. I refer to the coal question. As to this I can say very little as the matter concerns the Imperial Government more definitely than my Government, but the importance of the question to the industrial and maritime interests of Bombay is always so large that my Government has constantly placed facts and figures on the question before the Commerce, Industry and Railway Departments. So far as the railway

problem and transit facilities are concerned, there are I think additional lessons to be learnt from the situation to-day, the chief of which is that it is impossible for this country to make adequate provision for the development and mobility of its trade out of revenue alone as in the past, and that in due course, when the present trade depression is over, purely productive expenditure must increasingly be met out of imperial loans if the country is not to stand still and be outstripped in the race by its trade rivals. There is, I am afraid, also a great deal of evidence to show that there are grave abuses in connection with the utilization of the wagons which are available and that there is need of concerted effort between the Railway Companies and the public to put an end to them. I am very ready to support your request regarding examination of the difficulties. Railways are the arteries and thus the life of a country. The picture you have painted is a dark one, but it is a true one, and I shall be glad to support you in any way I can for betterment.

Development of Industries.

As your Chairman has pointed out the industrial problem of this Presidency is very closely dependent upon the supply of motive power. But I do not think that this matter, complex and difficult as it is, should cause any real alarm: first, because a study of the railway situation will show you that its improvement is almost entirely a matter of adequate capital being forthcoming: the remedy therefore lies in your own hands—that is in the hands of the rich mercantile communities of India who cannot fail to see that it is to their own interest to supply the essential financial backing for any remedial scheme which the Imperial Government may undertake. And, second, Bombay has at its very doors, that is in the long range of the Western Ghats, sources of power, which are practically inexhaustible, and if developed upon right lines can at a cheap rate replace coal for a vast number of purposes—both in industries, in traction, and in communications. My Government intend fully to support all schemes for developing this power subject to adequate protection of existing rights, and the proximity of such resources cannot fail to be a powerful factor making for the restoration of confidence.

Position of Bombay Trade.

I now turn to the question of exchange—a question which, I confess I am glad is not one under the control of my Government; indeed I am doubtful whether it is to any large extent within the control of any Government. But I was really glad to hear your Chairman point out that a world situation such as this is not due to the faults of any administration and is further one which cannot be cured by criticism, but can certainly be made worse by pessimism. The only remedies in any locality to-day are goodwill, a spirit of compromise, and a rigid sense of business honour: the broader remedy, as your Chairman has pointed out, is an improvement in the balance of trade and an increase in the export trade of the country. Large profits have been made out of the exchange situation and, more lately, some losses, and I am afraid that lack of prudence in covering their exchange has put many traders into positions of difficulty. If, however, the situation is faced fairly and squarely, it is, I think, a solid one. You in Bombay have much less cause than traders in some other cities to view with alarm the future of your trade because the principal industry upon which prosperity depends is absolutely secure, firstly, because it is indigenous, it is managed and staffed and draws its supplies of labour, material, and working power from just outside its own doors, and secondly, because its home market is immense and is normally capable of absorbing even more than you can produce. It is natural, in a temperamental market such as this where speculation is not entirely unknown, that the trade curves should be sharp and exaggerated, but as His Excellency the Viceroy pointed out, the fact that your exports are mainly necessities gives an extra strength and vitality to the position.

Statistical Information.

You, Sir, have alluded to the Director of Statistics in your speech. I am sure you will agree with my Government's desire to improve the statistical information in Bombay. Mr. McLeod of the Board of Trade and Mr. Findlay Shirras who has come to us from the Government of India are both here to-day and are anxious to assist trade and labour in every way possible.

And now, Sir, I must express my thanks to you for the congratulations you have given my Government for the success of its first provincial loan. The help given by the merchants, bankers, millowners and brokers to the success of the loan, has been much appreciated by us. We hope very shortly to publish a report for issue to the public giving the fullest information regarding the details of the work of the Development Department up to date. The progress of this great work depends entirely upon the confidence and co-operation of the public and I am fully alive to the natural desire of the public to be kept closely informed as to our operations. Once this report is published we hope it may be possible to issue regular and full *communiqués* to the public to keep them abreast of our efforts.

I am glad to hear there is such friendly co-operation between the Port Trust and your Chamber and that you have already been invited to express your views in connection with the New Dock. The large works being undertaken by the Port Trust are all going ahead well and the results will, I trust, be in keeping with the expansion of trade in this city and port.

A Hopeful Future.

Not the least important event of the year, as you have remarked, is the inception of the Imperial Bank, and I am glad to see Sir Robert Aitken and Sir Norcott Warren here to-day. The thanks of the public are due to the Presidency Banks for the consistent support given to the loans of the Bombay Corporation in general, and our Development Loan in particular, and as two of the Bank Governors are here to-day I desire to express in no stinted terms my gratitude to them for the very real sympathy and assistance they have given to my Government and the public at large.

In conclusion let me reiterate the confidence I have in the strength of the trade position here and in its power of recovery. The business men of Bombay have a high reputation for ability and high integrity, the Banks are strong, and their management prudent and conservative, and in addition to this the country is especially fortunate in my opinion at the present time in having as its Finance Member in the Government of India a man like Mr. Hailey of big views and comprehensive ability. All these factors give me

confidence that your business fortunes will emerge unshaken by the days of difficulty through which the world is passing. Let me end by congratulating your Chamber on the success of its varied activities, on its high standing, and on its repute, and let me thank you most warmly for giving me this opportunity of meeting you here to-day. (Applause).

THE COMMITTEE THANKED.

Sir Thomas Birkett, in proposing that the thanks of the Chamber be tendered to the Chairman, Deputy Chairman, and the outgoing Committee for their able conduct of the affairs of the Chamber during the past year, said:—"I feel greatly honoured in being asked to propose this Resolution which I know requires no words from me to commend it to you. In fact, I know it will be carried with acclamation. You well know the difficult times we have gone through during the past year and the arduous work undertaken, and undertaken so well, by your Committee, while the masterly speeches that you have just heard from your Chairman and Deputy Chairman will, if you did not already know it, have brought forcibly before you the great care, attention and ability that they have devoted in your interests. Gentlemen, as usual the brunt of the work and the great responsibility of keeping up the prestige of the Bombay Chamber has fallen on our Chairman and I think we are all greatly indebted to Mr. Froom not only for his able management of our affairs, but for the great ability and zeal which he has displayed in representing our interests in the Council of State. Delhi and Simla are a far cry from Bombay and our representative there has to act in most cases on his own initiative. I think, gentlemen, that we all feel the reputation and interests of this Chamber have been in safe hands and are glad to think that Mr. Froom has agreed to continue to represent us on the Council of State for another year. We also owe a debt of thanks to our Deputy Chairman, Mr. Macnaghten, who as usual has had additional work thrown on his shoulders during the absence of our Chairman at Simla and Delhi and who, with Mr. Gillum, so ably represented us on the Bombay Legislative Council."

Mr. C. N. Moberly, C.I.E., seconded the resolution and it was carried with acclamation.

Mr. C. H. Wilson, C.I.E., proposed, **Mr. J. R. Abercrombie** seconded and it was agreed:—

That the following gentlemen be elected Members of the Committee of the Bombay Chamber of Commerce for the year 1921:—

Major-General Sir Henry Freeland, K.C.I.E. C.B., D.S.O., etc.
The Hon'ble Mr. A. H. Froom.
B. Brown, Esq.
T. W. Dowding, Esq.
A. K. Graham, Esq.
J. Greig, Esq.
A. B. Morrison, Esq.

The Hon'ble Mr. A. H. Froom proposed, **Mr. H. P. W. Macnaghten, M.L.C.**, seconded and it was agreed:—

That the charge levied under Rule 10 of the Chamber's Rules and Regulations for a copy of each of the publications of the Chamber be increased to Rs. 640 per annum and that this increase have retrospective effect from 1st January 1921.

Mr. A. K. Graham proposed, **Mr. B. Brown** seconded, and it was resolved:—

That the Resolutions passed at the Annual General Meeting of the Chamber, held on the 25th March 1918, regulating the payment in Bombay of sterling freight inwards to Bombay and outwards from Bombay, respectively, be amended by substituting the words "Sunday to Saturday" for the words "Monday to Saturday" where the latter words occur.

Mr. V. A. Grantham proposed, **Mr. T. W. Dowding** seconded, and it was resolved:—

That the brokerage to be paid by shipping companies in Bombay to recognised brokers for securing freight Homeward shall be annas six per ton.

Mr. A. B. Morrison proposed, **Mr. A. K. Graham** seconded, and it was resolved:—

That in all cases where claims are made against Steamship Companies for shortages such claims, if passed, shall be paid at

the current rate of exchange ruling on the date of the arrival of the steamer concerned.

Mr. H. P. W. Macnaghten, M.L.C., proposed, **Mr. R. A. Don,** seconded and it was agreed:—

That Messrs. A. F. Ferguson & Co. be re-elected Auditors of the Chamber's accounts for the year 1921 on a remuneration of Rs. 250.

Mr. A. K. Graham proposed, **Mr C. H. Wilson, C.I.E.,** seconded and it was agreed :—

That Mr. H. P. W. Macnaghten, M.L.C., and Mr. V. A. Grantham be elected Trustees of the Chamber's Provident Fund for the current year.

VOTE OF THANKS TO H. E. THE GOVERNOR.

The Hon'ble. Mr. A. H. Froom then moved a hearty vote of thanks to His Excellency Sir George Lloyd for his presence at the meeting. Mr. Froom said he had already referred in his speech to the appreciation which they all felt at His Excellency's presence and they felt it all the more keenly because they knew what a busy man His Excellency was. They were very thankful indeed to him for sparing so much of his time that afternoon to attend their meeting. They had listened with a great deal of pleasure and interest to His Excellency's remarks and Mr. Froom felt sure that they would bear in mind especially those remarks in which His Excellency impressed upon the commercial members of the Chamber that they should take a keener interest in public affairs than hitherto. Mr. Froom reiterated how pleased they were to see His Excellency that afternoon and expressed the hope that they would see him again there in future years.

Mr. Macnaghten seconded the proposition and it was carried with acclamation.

His Excellency briefly thanked the meeting for their very kind welcome to him.

A vote of thanks to the Chair terminated the proceedings.

Bombay Chamber of Commerce.

ANNUAL REPORT.

ELECTION OF CHAIRMAN OF THE CHAMBER FOR 1921.

The annual ballot for the office of Chairman took place on the 12th January 1921, and resulted in the election of **Mr. H. P. W. Macnaghten, M.L.C.**

ELECTION OF DEPUTY CHAIRMAN FOR 1921.

The ballot for the above office took place on the 19th January 1921, and resulted in the election of **Mr. V. A. Grantham.**

LEGISLATIVE COUNCIL OF THE GOVERNOR GENERAL OF INDIA.

Chamber's Representative.

As the **Hon'ble Mr. Nigel F. Paton**, the Chamber's representative on the Legislative Council of the Governor General of India, resigned his seat on proceeding to Europe, a ballot was held on 5th May 1920, and resulted in the election of **Mr. A. H. Froom.**

COUNCIL OF STATE.

Chamber's Representative.

Under the Indian Constitutional Reforms Scheme the Chamber became entitled to elect one representative to the Council of State and, in accordance with the prescribed regulations, the **Hon'ble Mr. A. H. Froom** was elected to that office.

LEGISLATIVE COUNCIL OF THE GOVERNOR OF BOMBAY.

Chamber's Representative.

The **Hon'ble Mr. R. H. Brooke,** who was elected as the Chamber's representative on the Legislative Council of the Governor of Bombay in September 1919, resigned his seat in April 1920. A ballot was held on the 5th May 1920, and resulted in the election of **Hon'ble Mr. H. P. W. Macnaghten.**

BOMBAY LEGISLATIVE COUNCIL.

Chamber's Representatives.

Under the Indian Constitutional Reforms Scheme the Chamber became entitled to elect two representatives to the Bombay Legislative Council and, in accordance with the prescribed regulations, the **Hon'ble Mr. H. P. W. Macnaghten** and **Mr. S. J. Gillum** were elected to those offices.

PORT TRUST BOARD.

Chamber's Representative on the Board.

The terms of office of the **Hon'ble Mr. Nigel F. Paton,** the **Hon'ble Mr. R. H. Brooke** and **Mr. T. W. Dowding** expired on the 31st March 1920. A ballot was held on the

3rd March 1920, and resulted in election of the **Hon'ble Mr. R. H. Brooke, Mr. A. P. Stewart** and **Mr. T. W. Dowding.**

In April 1920 **Sir Thomas Birkett** and **Mr. T. W. Dowding** obtained leave of absence from the Board Meetings for 9 months and 7 months, respectively. Ballots were accordingly held on the 28th April 1920 and 19th May 1920, and resulted in the election of **Mr. H. P. Hebblethwaite** and **Mr. A. Geddis.**

Mr. R. H. Brooke resigned his seat in October 1920 and **Mr. A. P. Stewart** in November 1920, on proceeding to Europe, and as a result of the ballots held on 27th October 1920 and 18th November 1920, **Mr. H. T. Gorrie** and **Mr. A. K. Graham** were elected to fill the vacancies.

CITY OF BOMBAY IMPROVEMENT TRUST BOARD.

Chamber's Representative.

Mr. H. G. Cocke, who was elected on the 13th January 1919 to fill the vacancy caused by the resignation of **Mr. A. M. Tod,** and whose term of office would ordinarily have expired on the 31st March 1920, resigned his seat in February 1920, on proceeding to Europe. A ballot was accordingly held on the 17th March 1920, and resulted in the election of **Mr. H. T. Gorrie.**

MUNICIPAL CORPORATION.

Chamber's Representatives.

Mr. A. M. Tod, who was appointed as one of the Chamber's Representatives on the Bombay Municipal Corporation in July 1919, died on the 13th of February 1920, and **Mr. H. G.**

Cocke, the other representative, resigned his seat on proceeding to Europe. A ballot was held on the 24th March 1920, when **Mr. F. Portlock** and **Mr. W Turner Green** were elected to fill the vacancies.

BOMBAY SMOKE NUISANCES COMMISSION.

Chamber's Representative.

Mr. F. C. Annesley, who was elected to serve as the Chamber's representative on the Bombay Smoke Nuisances Commission for a period of two years, commencing from the 1st January 1920, having proceeded to Europe in March 1920, the Chamber was requested to nominate a representative to serve in his stead. The Committee accordingly nominated **Mr. A. Geddis.**

ADVISORY COMMITTEE TO THE DIRECTOR OF INDUSTRIES.

Chamber's Representative.

As **Mr. Nigel F. Paton,** the Chamber's representative on the Indigenous Industries Advisory Committee, proceeded to Europe in April 1920, the Chamber was asked to nominate a representative to serve in his stead. The Committee accordingly nominated the **Hon'ble Mr. H. P. W. Macnaghten.**

ST. GEORGE'S HOSPITAL.

Chamber's Representative.

As **Mr. R. W. Harter,** the Chamber's representative on the Advisory Board of St. George's Hospital, left Bombay, the Government of Bombay, in July 1920, requested

the Chamber to select another representative to serve in his stead. The Committee accordingly nominated **Mr. V. A. Grantham.**

SECRETARYSHIP OF THE CHAMBER.

Mr. R. E. Gregor-Pearse, who had held the position of Secretary of the Chamber since the 1st November 1912, resigned the appointment as from the 31st December 1920 on the termination of his agreement.

Mr. C. B. Sayer, the Assistant Secretary, who had officiated as Secretary since Mr. Gregor-Pearse's departure for England on leave in May 1920, was appointed to the senior post as from the 1st January 1921.

MEMBERSHIP OF THE CHAMBER.

The total Chamber Membership of the Chamber on 31st December 1920 was 151 against 139 at the end of 1919.

The following are the names of the Chamber Members elected during the year under report :—

The General Accident Fire and Life Assurance Corporation, Ltd.—Proposed by the National Bank of India, Ltd., and seconded by the Alliance Bank of Simla, Ltd.

The National Bank of South Africa, Ltd.—Proposed by the Mercantile Bank of India, Ltd., and seconded by Messrs. Cox & Co.

Messrs. H. S. Smith & Co.—Proposed by the Mercantile Bank of India, Ltd., and seconded by Messrs. Greaves, Cotton & Co.

Messrs. Steel Brothers & Co., Ltd.—Proposed by Messrs. James Finlay & Co., Ltd., and seconded by the National Bank of India, Ltd.

Messrs. Wilkinson Heywood & Clark, Ltd.—Proposed by the Mercantile Bank of India, Ltd., and seconded by Messrs. Langley & Co.

Messrs. Strauss & Co., Ltd.—Proposed by the Chartered Bank of India, Australia and China, and seconded by the National Bank of India, Ltd.

The Anglo-India and Colonial Navigation Co., Ltd.—Proposed by the Hongkong and Shanghai Banking Corporation, and seconded by the National Bank of India, Ltd.

The New India Assurance Company, Ltd.—Proposed by Messrs. Tata Sons. Ltd., and seconded by the Tata Industrial Bank, Ltd.

Messrs. William Gossage & Sons, Ltd.—Proposed by Messrs. Killick Nixon & Co., and seconded by the National Bank of India, Ltd.

Messrs. J. F. Kendrew & Co.—Proposed by Messrs. W.H. Scales & Co., Ltd., and seconded by the Dunlop Rubber Co., Ltd.

Messrs. C. F. Bowring & Co. (India), Ltd.—Proposed by the Chartered Bank of India, Australia and China, and seconded by the International Banking Corporation.

The Allahabad Bank of India, Ltd.—Proposed by the Chartered Bank of India, Australia and China, and seconded by Messrs. A. F. Ferguson & Co.

ASSOCIATE MEMBERSHIP OF THE CHAMBER.

The total Associate Membership of the Chamber on 31st December 1920 was 2 against 1 at the end of 1919.

The following is the name of the Associate Member elected during the year under report :—

The Societa Granaria Italiana, Ltd.—Proposed by the National Bank of India, Ltd., and seconded by Messrs. C. Boggiano & Co.

MEMBERSHIP SUBSCRIPTION.

In his speech at the Annual General Meeting of Members, held on 24th March 1920, Mr. Nigel F. Paton, the then Chairman, called attention to the Chamber's finances and foreshadowed an increase in membership subscriptions, including the Statistical Returns, to meet the anticipated extra expenditure in 1920.

The position generally was very closely examined by the Committee with the result that it was found necessary to effect the following increases in the rates of subscriptions from the beginning of July 1920 and a Special General Meeting of Members was convened for Wednesday, 16th June 1920, to make the necessary amendment in the rules :—

Annual subscription from Chamber members from Rs. 240 to 360.

Do. do. Associate members from Rs. 180 to 300.

Do. do. to all Statistical Returns from Rs. 240 to 320.

The above increases in subscriptions did not provide all the extra money needed to meet the Chamber's increasing expenses and the measurement fees for all export cargo were increased as from the 1st July 1920 from one anna to one-and-

half annas for all irregular shaped packages and from three pies per bale to six pies per bale for cotton bales. Further, under the rules for the conduct of the Measurement Department as previously existing, refunds were granted with a minimum of one rupee ; this minimum was increased to Rs. 4.

Owing, however, to a further increase in the printing charges it was found necessary at the end of the year again to increase the rates of subscription to the Chamber's Statistical Returns. In the above connection it might be explained that at no time since their introduction have the receipts from subscriptions to the returns been more than sufficient just to cover the actual cost of printing, the major expenses in connection with the maintenance of the special Statistical Department responsible for their compilation being regarded as a direct charge upon the Chamber's funds.

Owing to the state of the Chamber's finances at the time of the revision in July, however, the subscription rates were raised by 20 per cent. more than the new printing rates, the result at the end of the year being a slight surplus after paying the aforesaid establishment charges.

The Committee, in fixing the new charges necessitated by the new rates demanded by the printers, took this surplus into consideration and, although the printing charges showed an increase of nearly 195 per cent. over pre-war rates or a further increase of 165 per cent. over the rates quoted at the time of the July revision, the Committee, subject to confirmation by the members at the annual General Meeting, increased their subscription rates by 100 per cent. only, the resultant deficit in revenue again being made a charge against the Chamber's funds.

These new rates were brought into force from 1st January 1921.

SUB-COMMITTEES.

Following the procedure adopted in former years, the undermentioned Sub-Committees were appointed to assist the General Committee during the year 1920:—

Import Sub-Committee.

J. R. Abercrombie, Esq.
L. Barraclough, Esq.
R. D. Marshal, Esq.
G. C. Phillips, Esq.
A. P. Stewart, Esq.
R. Thorburn, Esq.

Shipping and Export Sub-Committee.

E. J. Bunbury, Esq.
H. C. Edmondson, Esq.
L. S. Hudson, Esq.
H. H. Sawyer, Esq.
H. Primrose Wells, Esq.
F. C. Annesley, Esq.

Docks and Railways Sub-Committee.

W. Alexander, Esq.
V. A. Grantham, Esq.,
D. J. MacGillivray, Esq.
A. B. Morrison, Esq.
E. T. Robinson, Esq.

Finance Sub-Committee.

Sir Robert Aitken, Kt.
R. H. Brooke, Esq.
F. Nelson, Esq.
Arthur Scott, Esq.

THE CHAMBER'S MEASUREMENT DEPARTMENT.

(*See Report*, 1910, *p.* 4.)

Owing to the greatly increased cost of living, it was found necessary during the year under review to re-consider the maximum salaries laid down for the staff of the Measurement Department in 1910 and it was eventually decided to fix the following scales of pay:—

1	Superintendent	500—25—750
4	Senior Measurers (1st Grade) ..	350—20—450
4	Senior Measurers (2nd Grade) ..	250—20—350
8	Junior Measurers	125—20—250

THE CHAMBER'S PROVIDENT FUND.

The question of the depreciation in value of the investments of the Chamber's Provident Fund came under the consideration of the Committee, and a Sub-Committee, consisting of Mr. C. H. Wilson, C.I.E., Mr. H. P. Hebblethwaite and Mr. H. G. Weber, was appointed in June 1920 to consider the position and to make such recommendations to the Committee as they might deem necessary.

The Report of the Sub-Committee which was adopted by the General Committee, was to the effect that, from a statement drawn up by the Secretary in that connection, the Sub-Committee noted that the total amount standing to the credit of the members of the Fund on 20th May 1920 was Rs. 1,00,885. The value of the Fund's investments, however, was Rs. 72,807-8-0, according to the market quotations on that date, to which should be added the amount of a recoverable advance to a Member, Rs. 6,000, and the cash balance at the same date, Rs. 1,004-6-4. From these figures it would, therefore, be observed that the depreciation in the Fund's investments on the 20th May 1920, amounted to no less a sum than Rs. 21,063.

Although, in accordance with the terms of Rule 37 of the Chamber's Provident Fund Rules, all losses were to be borne by the Fund the Sub-Committee noted that retiring subscribers were entitled, under Rule 29, to receive the full amount standing to their credit (presumably as notified by the Chamber and certified by the subscriber in terms of Rules 21 and 22) subject to certain provisos contained in Rules 35 and 36, which, however, had nothing to do with the liability of subscribers for depreciation in the value of investments.

It was contended that in any case it would destroy all confidence in such a Fund if the subscribers were to be held

liable for depreciation of the Fund's Securities in the selection of which they had no choice and the Sub-Committee were strongly of opinion that the liability was one which must be assumed by the Chamber.

The Sub-Committee, therefore, recommended that a note should be appended to the Chamber's Annual Statement of Accounts showing the amount of the depreciation as a contingent liability, and, in the meantime, that a Sinking Fund should be started for the purpose of extinguishing the liability in a given time.

The Sub-Committee suggested that if their recommendation in the above connection was approved, the sum of Rs. 700 per annum should be invested at 4 % which would produce Rs. 21,678·44 in 20 years. At the same time they considered that it would no doubt be possible, as time went on, so to readjust the investments as materially to reduce the amount ultimately required, or to provide a further margin over and above the Rs. 21,678·44 as provision for possible depreciation in the future.

A note showing the contingent liability of the Chamber has, in accordance with the Sub-Committee's recommendations, been appended to the Chamber's accounts for the current year and a Sinking Fund has also been started for the purpose of extinguishing the liability.

PROVIDENT FUNDS ACT, 1897.

In October 1920, a member drew the attention of the Committee to the fact that many firms in Bombay had established Provident Funds for the benefit of their employees, but that these funds did not enjoy the benefits of the Provident Funds Act, 1897, as Section 6 of the Act limited its extension

to Provident Funds established by local authorities, such as Municipalities, Local Funds, Port Trusts and Railway Companies only. The member suggested that the Chamber might move Government to amend the Act.

In addressing the local Government in the matter the Committee stated that many Mercantile Firms, as well as the Chamber and similar Associations, had established within recent years Provident Funds for the benefit of their employées, but owing to the provisions of Section 6 of the Provident Funds Act, 1897, subscribers to such funds did not enjoy the benefits of that Act. The Committee accordingly submitted that the position as above described was an anomalous one and requested Government to amend the Act in such a manner as to ensure that all subscribers to regularly constituted Provident Funds would enjoy the benefits equally with subscribers to Provident Funds established by Municipalities, Port Trusts, Railways and Government Departments. (*Appendix* A.)

CONFERENCE OF CHAMBERS OF COMMERCE OF INDIA AND CEYLON.

(*See Report* 1904, *pp.* 12, 216, 847; 1919, *pp.* 8, 171.)

At the Conference of Chambers of Commerce held at Calcutta on the 8th and 9th January 1920, and referred to in the Report for last year, resolutions in connection with the following subjects were adopted:—

1. Registration of Partnerships and Registration of Business Names.
2. Port of Chittagong.
3. Government Control of Homeward Passages.
4. Railway Board.
5. Railway Policy.

6. The Super Tax.
7. Roads and Railways in Burma.
8. Bridge Headways over Navigable Channels.
9. Construction of Railways by Private Enterprise.
10. Civil Aviation.
11. Delays to Telegrams.
12. Rates for Foreign Telegrams.
13. Control of the Import and Export of Rice.
14. The Military Service Bill.

The proceedings of the Conference have been published separately and a short summary of the correspondence arising from the submission of the various resolutions to the Departments of Government concerned will be found in the first Annual Report of the Association constituted as a result of the Conference. A further reference to the above subjects will also be found in this report under their relative headings.

During the year under review, it was decided to incorporate the Association of Chambers of Commerce, in accordance with the provisions of Sections 26–27 of the Indian Companies Act, 1913, under the title of the Associated Chambers of Commerce of India and Ceylon.

The Annual Meeting of the Associated Chambers was held at Calcutta on the 24th and 25th January 1921, when this Chamber was represented by the Deputy Chairman, Mr. H. P. W. Macnaghten, M.L.C., and Mr. C. B. Sayer, the Acting Secretary. Resolutions in connection with the following subjects were adopted by the meeting :—

1. Registration of Partnerships and Registration of Business Names.
2. The Income Tax Act, 1918.
3. Double Income Tax.

4. International Credits.
5. Port of Chittagong.
6. Railway Finance.
7. Transport Delays.
8. Railway communication between Calcutta and Karachi.
9. Posts and Telegraphs.
10. Development of Agriculture.
11. The Indian Cotton Committee.
12. Irrigation.
13. Federation of Indian Industries.
14. Representation of Commerce and Industry in the new legislatures.
15. The Auxiliary Force Act, 1920.
16. League of Nations.
17. International Chamber of Commerce.

NINTH CONGRESS OF CHAMBERS OF COMMERCE OF THE BRITISH EMPIRE.

(*See Report* 1919, *pp.* 7, 162.)

The British Imperial Council of Commerce informed this Chamber in April 1920 that the Ninth Congress of Chambers of Commerce of the British Empire would be held in Toronto from the 17th to the 20th September 1920, and not on the dates originally proposed. As a result of a reference to the Bengal Chamber it was subsequently ascertained that the question of the representation of the Chambers of Commerce of India and Ceylon, either individually or as an Association, had not been the subject of an informal discussion at the Conference of Chambers held in Calcutta in the previous January as was originally proposed and the Chamber accordingly invited Mr. Nigel

Paton, the late Chairman, who was then in England, to represent the Bombay Chamber at the Congress.

Mr. Paton, however, found himself unable to accept the invitation and it was subsequently decided that Sir Alexander McRobert should represent both the Upper India Chamber and also the Indian Chambers as a whole, Ceylon being represented, in addition, by Mr. R. F. S. Hardie.

A copy of the series of resolutions passed by the Congress will be found in *Appendix* **B-1**.

INTERNATIONAL CHAMBER OF COMMERCE.

The Associated Chambers of Commerce of India and Ceylon, in November 1920, forwarded to the Chamber for an expression of opinion, a letter they had received from the Bengal Chamber of Commerce with reference to the recently organised International Chamber of Commerce.

In reply the Committee of this Chamber stated that while the establishment of an International Chamber of Commerce appeared at first sight to merit support they did not perceive at this juncture how the scheme could be productive of any definite and practical results in the direction of advancing India's trade. Furthermore, the Committee had in mind the difficulty experienced from time to time of obtaining suitable representatives to attend meetings and conferences held outside this country.

Under the above circumstances the Committee suggested that the President might introduce the proposal for discussion at the forthcoming Conference of Chambers.

At the Annual Meeting of the Associated Chambers held on 24th and 25th January 1921, the proposal was referred, for further consideration, to a Committee consisting of the

Hon'ble Sir Alexander Murray, the Hon'ble Mr. A. H. Froom and the Hon'ble Mr. E. J. Holberton. (*Appendix* B-2.)

VISITS OF THE HON'BLE MR. W. M. HAILEY TO BOMBAY.

The Hon'ble Mr. W. M. Hailey, C.S.I., C.I.E., I.C.S., Finance Member of the Government of India, met the Committee of the Chamber on the 31st of March, 12th July and 30th September 1920 for informal discussions on various financial and currency questions. A summary of the proceedings of the latter two meetings will be found in *Appendix* C.

VISIT OF THE HON'BLE SIR THOMAS HOLLAND TO BOMBAY.

The Hon'ble Sir T. H. Holland, K.C.S.I., K.C.I.E., F.R.S., President of the Board of Industries and Munitions, met the Committee of the Chamber on the 12th August 1920 for an informal discussion on industrial questions, particularly in connection with the representation of Indian employers and employees at the forthcoming International Labour Conference.

SEA-BORNE TRADE STATISTICS OF BRITISH INDIA.

(*See Report* 1919, *pp.* 87, 555.)

The Director-General of Commercial Intelligence, in August 1920, informed the Chamber that the Government of India had been considering the revision, in certain respects, of the Sea-borne Trade Statistics of British India. The Director-General stated that the three most important questions in this connection were :—

(1) the classification to be followed in the Abstract Tables or Summaries of imports, exports and re-exports;

(2) the constitution and arrangement of the groups within each main head of the classification decided on under (1); and

(3) the revision and amplification of the articles to be separately enumerated in the detailed General Tables.

The proposals in connection with items (1) and (2), which were based upon the new classification adopted by the Board of Trade in January 1920, were submitted to the Chamber for approval and the Director-General stated that the Chamber would be addressed later in regard to item No. 3.

The Committee approved of the alterations suggested under items (1) and (2) except that they suggested that all petroleum imported into India would be more correctly classified under the head of "articles wholly or mainly manufactured" instead of under "articles mainly manufactured." (*Appendix* D-1.)

STATISTICS OF DESPATCHES OF PIECE-GOODS AND YARNS UP-COUNTRY BY RAIL.

The Director of Statistics, in June 1920, forwarded to the Chamber a copy of a letter addressed by the Collector of Customs, Bombay, to the Government of India drawing attention to certain discrepancies in the figures of cotton piece-goods of foreign and Indian origin imported into and exported from the Bombay Presidency by rail and sea. The Director asked for the assistance of the Chamber in getting all mills, merchants and consignors of goods to describe correctly the goods despatched by rail or steamer with details, for example, as to whether they were of foreign or of Indian origin, and to avoid the use of abbreviations as far as possible in their consignment notes.

In replying to the Director of Statistics, the Committee mentioned that the attention of the G. I. P. Railway was drawn in August 1918 to certain discrepancies in the figures supplied to this Chamber by that railway and, as a result of the Chamber's representations in the matter, a great improvement in the accuracy of the figures supplied had since been noticed.

The Committee at the same time addressed the railways concerned as well as all mills, importers and others who despatched goods up-country asking them to take greater care, and to discontinue the use of abbreviations in the declarations of contents of packages in their consignment notes. (*Appendix* D-2.)

EXCHANGE OF SOVEREIGNS AT RS. 15 A SOVEREIGN AT ADEN.

At the end of June 1920, the Committee received from the Aden Chamber of Commerce a copy of a telegram that the latter had addressed to the Government of Bombay drawing attention to the great hardship and loss which was being inflicted on the Indian mercantile community at Aden by the action of the Controller of Currency, Bombay, in refusing to give holders of sovereigns in Aden an opportunity of exchanging gold coins at Rs. 15 to the sovereign as was being done in India.

The Aden Chamber urged that regulations, similar to those in force in India, be made to apply to Aden also, *viz.*, that the Aden Treasury should be instructed to exchange sovereigns at Rs. 15 up to 21 days after the receipt of the reply to the Aden Chamber's telegram so as to give holders of sovereigns in

Aden an opportunity of having them exchanged at that rate.

The Aden Chamber asked for the assistance of this Chamber in the matter.

In addressing the Government of Bombay on the subject the Committee stated that they presumed the action of the Controller of Currency, Bombay, in refusing to allow the holders of sovereigns in Aden the opportunity of exchanging them at the Aden Treasury for rupees at the rate in force until the 12th July 1920, was based upon the provisions of the Communiqué above referred to, which provided that such exchange could only be effected at an office of a circle of issue established under Section 5 of the Paper Currency Act, 1910, which office, in the case of this Presidency, was that of the Controller of Currency, Bombay.

The Committee added that unless, therefore, there was a further reason, of which they were not aware, for the procedure against which the protest from the Aden Chamber was lodged, they strongly supported the request that, having regard to the geographical situation of Aden, the terms of the Communiqué should be so modified as to permit holders of sovereigns in Aden to enjoy the same facilities for their exchange into rupees at the rate of rupees fifteen to the sovereign as were provided in the case of other inhabitants of India, the days of grace to commence from the date upon which such amendment became effective.

The Bombay Government, in reply, forwarded to this Chamber for information a copy of a letter that they had addressed to the Aden Chamber in reply to the latter's telegram.

From the letter it appeared that the Government of India had stated that the action taken in regard to the receipt of sovereigns at the Aden Treasury was necessitated by heavy tenders of sovereigns apparently smuggled into Aden across the land frontier. The recent Gold Ordinance (No. III of 1920) provided for receipt of sovereigns during moratorium at Currency Offices only, and the action taken in regard to Aden was identical with that taken in places in India where smuggling had been carried on, *e.g.*, the whole of the Madras Presidency and Burma. The public had received four months notice of the alteration in the legal tender value of the sovereign and figures of receipts at Aden Treasury showed that full opportunity had been taken during the interval of obtaining the old value for holdings. As the proposal for further receipt of sovereigns at Aden at the old ratio involved unjustifiable loss on Indian revenues the Government of India regretted that they were unable to sanction it. (*Appendix* E-1.)

HOURS OF BUSINESS OF EXCHANGE MARKET.

The Associated Exchange Banks, in July 1920, asked for the views of the Committee of the Chamber on a proposal to close the Exchange Market at 4 p.m. on Mondays, Tuesdays, Thursdays and Fridays.

The Committee after consulting members of the Chamber informed the Associated Exchange Banks that there was a considerable consensus of opinion against the proposal and that consequently the Committee could not see their way to accord it their support. (*Appendix* E-2.)

PAPER CURRENCY ACT.

The Government of India in September 1920, in referring to Section 14 of the Indian Paper Currency Act, 1920, pointed out to the Chamber that in it provision was made for the issue of currency notes to an amount not exceeding Rupees 5 crores against bills of exchange which would mature within 90 days from the date of such issue and which satisfied such other conditions as the Governor-General in Council might by general or special order prescribe. The Government of India asked the Chamber to put forward such suggestions as they might wish in regard to the regulations to be prescribed by Government under the Act.

The Government of India explained that the first question which arose was the class of commercial bills of exchange which should be accepted for the purposes of the issue of notes. In this connection Government referred to the provisions of the Federal Reserve Act of the United States which limited the discount by a Federal Reserve Bank. Such discount was limited to "notes, drafts and bills of exchange arising out of actual commercial transactions, *i.e.*, notes, drafts and bills of exchange issued or drawn for agricultural, industrial or commercial purposes, or the proceeds of which have been used, or are to be used, for such purposes, the Federal Reserve Board to have the right to determine or define the character of the paper thus eligible for discount, within the meaning of this Act. Nothing in this Act contained shall be construed to prohibit such notes, drafts and bills of exchange, secured by staple agricultural products, or other goods, wares, or merchandise from being eligible for such discount; but such definition shall not include notes, drafts, or bills covering merely investments or issued or drawn for the purpose of carrying or trading in stocks, bonds, or other investment

securities, except bonds and notes of the Government of the United States. Notes, drafts and bills admitted to discount under the terms of this paragraph must have a maturity at the time of discount of not more than 90 days, exclusive of days of grace."

Government stated that the Currency Committee had recommended that in the first instance the bills of exchange which should be accepted for the purposes abovementioned should be limited to *bona fide* commercial bills against goods under export and before arriving at a final decision on the matter they desired to have the views of this Chamber as to the acceptability of this limitation and enquired whether in the event of the Chamber desiring to see an extension of the bills of exchange so as to include internal bills, it would be feasible to distinguish between internal bills which might be created for the purposes of finance or against goods held for speculative transactions and bills of exchange representing a definite commercial transaction.

In this connection it had also been suggested to the Government of India that import bills might be accepted as cover for the special expansion of currency. These bills were usually documentary bills, and it would be comparatively easy definitely to connect them with goods, for the merchandise against which they were drawn was usually deposited in Port Trust or other warehouses until the bills were paid off: furthermore as considerable quantities of these bills were usually carried by the Banks, there would always be a supply available for a discount, and, inasmuch as these bills were drawn in rupees, there would be no difficulty, such as might arise in connection

with bills of exchange drawn against goods under export, which were expressed in sterling, regarding the custody of the bills.

In referring to the suggestion in paragraph 80 of the report of the Indian Exchange and Currency Committee, to the effect that advances to the Imperial Bank in connection with these seasonal issues of currency should not be less than 8 per cent. per annum, the Government of India stated that the object of imposing so high an interest charge for this accommodation was that it was necessary to restrict the operation of this particular provision to cases of proved and actual stringency. It had always been recognized in other countries where some such similar system of expanding the currency for seasonal purposes was in vogue that a tax might legitimately be imposed on the bank of issue which was invested statutorily with authority to make such additional seasonal issues, and no doubt the Committee were influenced, in making this suggestion, by the past practice of the Secretary of State in Council to charge a higher rate of $\frac{1}{16}d.$ for his Council Bills when the Bank rate in India exceeded 8 per cent. The Government of India, however, stated that they would be prepared to take into consideration any suggestions which the Chamber might wish to make with reference to this particular point, though, it was explained that the regulations which they proposed to issue under Section 14 of the Paper Currency Act would necessarily not make provision for this point. The question of the charge to be made to the Imperial Bank for loans such as were contemplated in the following paragraph would necessarily be a matter for negotiation according to the circumstances of the moment.

The Government of India also explained generally the procedure which they contemplated would probably be adopted in respect of the operation of these provisions of the Act. In the event of a demand arising for additional currency, the probable course would be for the Government of India to make a loan to the Imperial Bank from Currency, such loan to be covered by these commercial bills of exchange. The bills of exchange would then necessarily be endorsed by the Imperial Bank to the Controller of Currency but would remain in the custody of the Bank to be held as securities on behalf of the Paper Currency Department, and it was probable that the regulations in this respect would need to provide accordingly. The Chamber was asked whether they saw any objection to this procedure, and if so, what alternative procedure would, in their opinion, be more suitable.

In their reply to the Government of India the Committee in referring, in the first instance, to the class of commercial bills on which, in their opinion, the additional note issue should be based, stated that, if commercial circles were to derive full benefit from the proposed measure, the class of bill to be accepted should be made as wide as possible. They considered, therefore, that both export bills and internal bills, or hundis should be accepted. As regards the former class of bill, the Committee stated that, as the majority of bills were drawn at usance of 90 days sight the maximum usance in the case of such export bills as were accepted should be for that period.

With reference to the question of internal bills referred to by Government the Committee were of opinion that the same should be included in the category of bills suitable

or acceptance as they considered that the question of distinguishing between bills drawn for genuine trade purposes and those drawn for accommodation would present no great difficulty to the Imperial Bank of India.

In referring to the suggestion that import bills might be accepted as cover for the expansion of currency the Committee stated that that suggestion had received their careful consideration but they were not prepared to recommend the acceptance of such bills at this juncture and suggested that the question of their introduction might however, again be raised after the scheme had been in practice in connection with export and internal bills. At the same time the Committee drew the attention of Government to the fact that import bills were almost invariably drawn in sterling and not in rupees, as was stated by Government.

In dealing with the question of the interest charge of 8 per cent. recommended by the Indian Exchange and Currency Committee as the minimum rate for advances to the Imperial Bank under the above scheme the Committee stated that they considered such a rate prohibitively high. While they were prepared to concede that a high Bank rate usually provided a clear indication of the scarcity of money, they had in mind instances in which the Bank rate had remained as low as 5 per cent. and the scarcity of money, at the same time, had been most marked. It appeared further from Government's letter that a variable rate of interest was contemplated but the Committee were of opinion that a fixed rate would be preferable and that the same should not be higher than 6 per cent.

In conclusion the Committee stated that the procedure indicated in the last paragraph of Government's letter in connection with the operation of the above-mentioned provisions of the Act was in their opinion the only one that admitted of adoption, but with the reservation that, since export bills must be sent Home for acceptance, any scheme which involved their endorsement to the Controller of Currency was inadmissible. The Committee submitted that, in the case of internal bills also, the only precaution required, from the point of view of Government, would be for the Imperial Bank to give to the Controller periodically some form of written guarantee as to the amount of such bills held by the Bank at a given date against the temporary note issue. (*Appendix* E-3.)

THE EXCHANGE POSITION.

The Report of the Indian Exchange and Currency Committee, 1919, was published early in February of the year under review. The fundamental recommendations contained in the report, which was not unanimous, one member of the Committee, Mr. Dadiba Merwanjee Dalal, signing a Minority Report, were summarised by the Secretary of State as follows :—

"(*a*) That the present rupee, unchanged in weight and fineness, should remain unlimited legal tender ;

(*b*) that the rupee should have a fixed exchange value and that this exchange value should be expressed in terms of gold at the rate of one rupee for 11·30016 grains of fine gold, that is, one-tenth of the gold contents of the sovereign ;

(*c*) that the sovereign which is now rated by law at Rs. 15 should be made legal tender in India at the revised ratio of Rs. 10 to one sovereign ;

(*d*) that the import and export of gold to and from India should be free from Government control as soon as the change in the statutory ratio has been effected, and that the gold mint at Bombay should be open for the coinage into sovereigns of gold tendered by public ;

(*e*) that the notification of Government undertaking to give rupees for sovereigns should be withdrawn ;

(*f*) that the prohibition on the private import and export of silver should be removed in due course, and that the import duty on silver should be repealed unless the fiscal position demands its retention."

The following extract from the same announcement indicates briefly the conclusions arrived at by Mr. Dalal and embodied in his separate report :—

"In arriving at these decisions the Secretary of State in Council has not failed to give careful consideration to the minority report signed by Mr. D. M. Dalal. Mr. Dalal's main object is the effective restoration and maintenance of the ratio of Rs. 15 to a sovereign as a measure both of exchange and of the circulating value of the rupee. In order to secure this he relies upon freedom for the melting and export of rupees and correspondingly to freedom for the import of gold. To meet the possible result in shortage of silver coins he

recommends that as long as the New York price of silver remains above 92 cents, Government should coin two-rupee silver coins of reduced fineness, the coinage of rupees of the present weight and fineness being meanwhile suspended, and only resumed when the price of silver falls to the figure named. He also recommends that sterling drafts on the Secretary of State should be sold only at 1s. 3-29/32d."

On the 2nd February 1920, the Government of India announced that, in accordance with the foregoing recommendations, the acquisition rate for gold imported under license into India would, on and after that date, be fixed at Rs. 10 for each sovereign tendered for import, or one rupee for 11·30016 grains of fine gold. The Finance Department added that Council drafts would continue to be offered by the Secretary of State at his discretion, but that no announcement would be made of the minimum rate at which tenders would be accepted. The Government of India would also offer for sale, when occasion required, stated weekly amounts of sterling reverse drafts (including immediate telegraphic transfers) on the Secretary of State. The rates for immediate telegraphic transfers on London would be announced on each occasion by the Controller of Currency and would be based on the sterling equivalent of the price of 11·30016 grains fine gold, as measured by the prevailing sterling dollar exchange, less a deduction representing the charge of remitting gold. The rate for deferred drafts on London would, until further notice, be one-sixteenth of a penny higher than the immediate rate. The consequential changes in the regulations regarding the issue of rupees at the old rates and the import and use of silver were also announced.

In pursuance of the above policy the sale of Reverse Councils at once commenced. A sum of £5,000,000 was sold the first week, the weekly amount sold being subsequently reduced to £2,000,000 until the 29th April, when a further reduction of £1 million was effected. In explanation of the subsequent correspondence which ensued between the Chamber and the Finance Department on the subject of these sales it should be observed that a divergence between the gold price at which the bills were sold and the current market rate for sterling at once became apparent. The extent of the divergence will be seen from the following quotations of the sales of Reverse Councils in the last week of each of the months of February to May :—

				s.	d.		s.	d.
26th Feb.	Immediate	Reverse	Councils	2	10	5/16	T.T. 2	7
							2	7¼
25th March	,,	,,	,,	2	5	31/32	2	5
29th April	,,	,,	,,	2	5	7/8	2	3⅝
26th May	,,	,,	,,	2	5	13/32	2	1

On the 23rd February 1920 the Committee forwarded a telegram to the Finance Department of the Government of India to the effect that they considered the existing position of the import and export trade extremely unsatisfactory and that the position was directly attributable, in their opinion, to the exchange policy adopted from the Currency Committee's recommendations which had raised exchange to such a level as undoubtedly to encourage the transfer of capital and create a very unhealthy element of speculation. The Committee stated that they realised that the situation was probably the outcome of circumstances

unforeseen by the Currency Committee at the time they signed the Report and they had no doubt that the position brought about by the continued decline in American Dollar Exchange was receiving Government's careful consideration. The Committee pointed out that the prices of produce had in no sense adjusted themselves to the enhanced level of exchange with the result that there was a total absence of demand for export finance. At the same time the high level of exchange had attracted large demands for remittances from all classes thereby forcing Banks in the absence of export bills to apply largely for Reverse Councils. In order to eliminate, as far as possible, any element of speculation in applications for Reverse Councils the Committee suggested that applications should be open to competitive tender, the maximum rate being based on gold export point as at the moment and each application should be accompanied by cash or a certified cheque for payment in full. While realising that their suggestion might be considered a departure from the basis laid down by Government in a communiqué that they had issued on 2nd February 1920, the Committee nevertheless considered some such measure necessary. The Committee suggested as an alternative that should Government consider their first suggestion unconstitutional, future applications for Reverse Councils at the Government rate should be accompanied by cash or certified cheques.

The Finance Member met the Members of the Committee and the Finance Sub-Committee on the 31st March 1920 and discussed the position with particular reference to the Committee's representation. In view, however, of the short time that had elapsed since the institution of the various measures attendant upon the adoption of the Currency Committee's recommendations it was understood that

Government could not see their way to effect any immediate change in their policy.

On the 21st. June 1920, however, the Government of India announced that they had been in communication with the Secretary of State during the previous few weeks in regard to the position created through the departure of the market rates from parity of gold and their further fall, through lack of support from the export market, to below parity of 2 shillings which would ultimately hold when gold and silver returned to parity. Government stated that the effective and permanent solution of the question could not be dissociated from the policy to be adopted in regard to gold.

A further announcement was accordingly made that, as from the 21st June 1920, the restrictions on the imports of gold bullion and foreign coin would be removed. It was added that, moreover, the Governor-General was issuing an Ordinance declaring that sovereigns would cease, until further notice, to be legal tender though they would be received by Government at the existing ratio of Rs. 15 during a moratorium of 21 days from the date of the Communiqué, that is to say, up to 12th July 1920. On expiry of the moratorium restrictions over imports of British Gold coins would also be withdrawn and at the ensuing session of the Legislative Council a Bill would be submitted prescribing a new ratio of one sovereign to Rs. 10, at which the sovereign would again be legal tender. Government declared that these measures, which were in accordance with the recommendations of Indian Currency Committee, had been rendered specially urgent by illicit imports of sovereigns which were smuggled across the land frontier of British India

for encashment at Government Treasuries and Currency Offices.

The Government of India further announced that having regard to the fall in the market rate of Sterling the rates for Reverse Councils at the sale of 24th June 1920 and at subsequent sales would be per rupee, 1 shilling 11 $\frac{9}{32}$ *d.* for Immediates and 1 shilling 11 $\frac{11}{16}$*d.* for Deferreds, these being the rates which would ultimately hold when sterling once more returned to par with gold. At these rates £1,000,000 would be sold on the 24th June and weekly, till further notice.

The Legislative action foreshadowed in the Communiqué was undertaken at the September session of the Indian Legislative Council when the Indian Coinage Act, 1906, was so amended as to prescribe the new ratio of one sovereign being equal to ten rupees, at which rate the sovereign again became legal tender.

The Committee in addressing the Finance Department of the Government of India, on the 1st July 1920, in regard to the existing position of Exchange, viewed in the light of the Communiqué of the 21st June and of the events subsequent thereto, observed that although ten days had elapsed since the publication of the Communiqué the downward tendency of the market rate still continued with the result that the position was very much the same as it was before the Communiqué was issued, that was to say, that the margin between the Reverse Council rate and the market rate was steadily widening.

The Committee added that the position as above described had received their careful consideration and as, in their opinion, the margin in question would continue to widen

until, and unless, there was a revival in the export trade of the country, they requested to be informed as to the nature of the Government of India's intentions in the matter, in the event of the position remaining unaltered. The Committee asked for an indication not only as to any temporary measures that it was proposed to take but also as to the settled policy of the Government of India in regard to the general principle involved.

Shortly after the receipt of the above letter by the Finance Department, the Committee again had an opportunity of discussing the position with the Finance Member and a report of the proceedings will be found in full in Appendix C.

On the 28th September 1920, the Government of India announced that, with the approval of the Secretary of State, they had decided to suspend the sale of Reverse Councils after the sale of that date. At the same time Government stated that they reserved to themselves the right of resuming such sales should circumstances, in their opinion, at any subsequent date render such resumption expedient.

A further heavy fall in the demand rate for silver followed and on the 9th October the Committee were asked by the Bengal Chamber to support the following telegraphic representation made by that Chamber to the Finance Department :—

> " The suspension of sales of Reverse Councils has already resulted in the collapse of exchange from above 1*s.* 10*d.* to 1*s.* 6½*d.* nominal. Enormous losses have

been and are being incurred by all importers, while export business is paralysed by the uncertainty and trade generally is at a standstill. Chamber Committee wish to know whether it is the definite intention of Government to jettison the recommendations of the Currency Committee. If not the Committee consider that the present constitute a period of exchange weakness demanding weekly sales of Reverse Councils to the full extent of Government's resources. Further the suspension of sales of gold by Government in India has resulted in large purchases of gold for import into India entailing heavy demand for remittances to finance these purchases and this has contributed materially to the slump in exchange. Committee strongly recommend that sales of Reverse Councils and also Government sales of gold should be immediately resumed. In any event an early announcement of Government's intentions is urgently required."

The Committee, however, replied to the effect that they could not support the Bengal Chamber's suggestion regarding the resumption of gold sales, as in their opinion, such a policy would reduce gold reserves in the Paper Currency Reserve to an undesirably low level. Regarding the introduction of Reverse Councils the Committee asked for an indication as to the basis upon which the Bengal Chamber desired the sales to be resumed, and stated that they preferred to recommend the reintroduction of sale of Reverse Councils by competitive tender with a minimum rate fixed at approximately the current telegraphic transfer rate on London in India.

The Government of India subsequently informed the Bengal Chamber that, under the circumstances then prevailing, they were not disposed to take steps to reintroduce the sale of Reverse Councils nor was it their intention to take any action against the importation of gold. The Committee of this Chamber, at the same time, had a further opportunity of laying their views before the Finance Member at a meeting held on the 30th September. A full report of the proceedings will also be found in Appendix C.

The Committee subsequently amplified their previous reference to the revival of the export trade as a stabilising factor in regard to exchange in a letter, dated the 21st October 1920, addressed to the Government of India in the Departments of Commerce, Finance and Agriculture. After inviting a reference to a Communiqué issued by the latter Department on the 20th September, and specifying the conditions under which the Government of India were prepared to release for export 400,000 tons of wheat, the Committee asked for information whether any definite arrangements for export had been made and, if so, whether Government were satisfied that the arrangements in question were likely to result in the purchase and shipment of the total amount available during the period mentioned.

Without prejudice to the foregoing request, the Committee urged upon Government the necessity for an explicit and definite official statement in regard to the existing wheat position and an announcement at the earliest possible date as to whether the balance of the 1919-20 crop was likely to be of such an amount as would permit of further exports beyond the quantity already notified. The Committee were strongly of opinion that the presence of conflicting unofficial

estimates was confusing the issues and that a clear statement by Government was desirable, if only in order to stultify adverse criticism from those who could not gauge the true position.

The Committee were further of opinion that a similar statement in regard to the rice position, also, was urgently called for at the moment for the reasons above given.

In referring to the existing position of the general export trade and its relation to exchange problems the Committee stated that they considered that the only permanent solution of the exchange depression lay in the revival of the export trade of the country. To that end, they stated that they would welcome the formulation by the Departments concerned of a definite and concerted line of action with a view to the removal at an early date of the restrictions upon the export of such commodities as were then under control.

In the same regard the Committee considered that an early announcement of the decisions arrived at by the delegates attending the International Financial Conference held in September 1920 at Brussels was desirable, particularly in regard to the re-opening of the Central European markets to the general produce of this country.

In conclusion, the Committee stated, as their deliberate opinion, that if Government had under consideration the renewal of their efforts to stabilise exchange, they should not, at the same time, lose sight of the fact that, under existing conditions, exports in the near future were unlikely to afford any large measure of support to such a policy. The

Committee added that they were aware that the resumption of sales of Reverse Councils had been suggested but without a collateral support in the shape of some indication of a revival of exports they were not prepared to endorse such a recommendation. They observed, however, that if Government decided to resume the sales of Reverse Councils, they should be on such a basis as to eliminate the speculative element which was so pronounced a feature of the recent sales.

In reply to the Chamber the Revenue and Agricultural Department of the Government of India stated that definite arrangements had been made for the purchase and shipment on Government account of the 400,000 tons of wheat which, as announced in a Press Communiqué, dated the 30th September 1920, had been released for export to any destination, other than countries in the Indian Ocean, from the Port of Karachi. up to the end of March 1921. The firms concerned were working as the direct agents of Government for a fixed commission on terms agreed upon between them and the Government of India, the profits accruing from the business being credited to Government for the benefit of the Indian tax-payer. These firms commenced purchases on the 16th October, and had brought 83,562 tons up to the time of writing (20th November 1920). Sales of wheat to foreign countries were being conducted by an Advisory Committee in London, consisting of a representative of each of the agents' firms with Mr. D. T. Chadwick, I.C.S., Indian Trade Commissioner, as Chairman. Sales advised up to the time of writing amounted to 79,600 tons. The Government of India were unable to express any opinion as to whether the total amount of 400,000 tons released for export would be secured within the fixed price limit, which would on no account be increased, but they were satisfied

that the arrangements made for purchase, provided sellers were forthcoming, were adequate.

The Government of India explained that the total estimated yield of the 1919-20 crop was 10,092,000 tons while during the ten years ending with 1917-18, 11 per cent. of the total yield was on an average exported to foreign countries. On this basis the exportable surplus of the last crop would amount to 1,110,000 tons. Statistics also showed that by far the larger proportion of exports in normal times, amounting on an average to 63 per cent. of the total exportable surplus, took place between the months of April and September, but owing to the strict embargo which was in force up to the end of September 1920, it had been assumed that this percentage, instead of finding the usual outlet provided by exports, had gone into consumption or into stocks. The Government of India had, therefore, considered it unsafe to assume that a larger proportion than 400,000 tons of the 1919-20 crop was available for export between October 1920 and March 1921 and this estimate was corroborated, after local enquiries, by the Government of the Punjab from which Province it was anticipated that the quantity sanctioned for export would be mainly or wholly drawn. It had been decided that no further exports from the 1919-20 crop would be permitted in excess of the quantity already notified.

The Government of India further stated that they had under consideration the question of the policy to be adopted in regard to exports of rice from India and Burma during 1921 and hoped to be in a position later to make a public announcement on this subject. They also hoped to be able to make an early announcement regarding the results of the Brussels Financial Conference.

The Government of India declared that they were fully alive to the importance of removing as soon as possible all restrictions on export trade, and added that the number of articles the export of which was subject to restriction during the war had been reduced by the end of 1918 from over 300 to 62. Control was at the moment only exercised in respect of thirteen articles, *viz.*, Russian rouble notes, Quinine and Cinchona bark, Coal and certain foodstuffs. The Government of India did not consider that the time had arrived when all control over export of foodstuffs could be abolished. The general foodstuffs position in India, though it showed earlier in the year distinct signs of improvement, had been affected by the failure of the September rains in the northern, central and western parts of the country, while the continued shortage of the world's stocks of food would, if restrictions were removed, undoubtedly lead to a drain on India's resources with a consequent increase in internal prices and hardship to Indian consumers. Government were, however, carefully watching the position, and though they thought it necessary to adhere for the moment to the system of rationing foreign countries dependent on India for supplies of such controlled articles as grass, barley, maze, bajri, jowar, lentils and pulse, they intended to abolish all restrictions as soon as circumstances permitted.

In connection with the general effect on the market of the fall in exchange the following cable was received from the Birmingham Chamber of Commerce, at the end of November 1920: "India cancellation of orders, commercial bills, exporters gravely concerned at trading difficulties. Telegraph cause of present crisis and suggestions for improvement."

In reply the Committee sent the following cable to the Birmingham Chamber: "Present crisis result of exchange weakness and tight money; renewal export trade only hope improvement."

At a later date the Bombay Native Piece-goods Merchants' Association addressed the Committee with reference to the situation that had arisen in the piece-goods trade owing to the heavy slump in exchange. The Piece-goods Association suggested that this Chamber might recommend its importing members to settle exchange with their dealers somewhere about 2*s.* per rupee. It was contended that, if such a policy were adopted, the situation would be considerably relieved.

In reply the Committee stated that in their opinion the matter was not one in which this Chamber could intervene and they accordingly regretted they were unable in the circumstances to recommend to members the adoption of any action of the nature suggested by the Association.

The question of the policy of the Government of India in regard to exchange formed the subject of a resolution at the Annual Meeting of the Associated Chambers of Commerce held at Calcutta in January 1921. The resolution was not adopted, but as a matter of interest and for purposes of record a full report of the proceedings of the meeting at which it was discussed is printed in *Appendix* **E-4**.

EMBARGO ON THE EXPORTATION OF FLOUR.

The Associated Chambers of Commerce of India and Ceylon in June 1920 asked for an expression of opinion of this Chamber as to whether the Association should support a representation that had been made by the Punjab Chamber to

the Government of India urging that the existing embargo on the export of flour should be raised. The Punjab Chamber stated that the reasons which had influenced them were briefly as follows :—

(*a*) The staple food of the people was atta and not flour; in the milling process flour, atta and bran are made in the same operation. Flour was used generally on the occasion of festivals or in marriage ceremonies. According to the laws governing the period of Hindu marriages the ensuing eighteen months or so was a close season, when no marriages could be celebrated. The consumption of flour in the country, therefore, from June onwards would be very small and unless there was an outlet for flour, mills would be obliged to work shorter hours, thus curtailing the production of atta and bran which were both consumed entirely in the country. Reduction in the mill hours would mean dearer prices for atta which the Punjab Chamber considered would be very undesirable.

(*b*) The Punjab Chamber agreed that the existing embargo on the export of wheat should be maintained until the end of the monsoon to ensure cheap food for the people, but the full effect of such fall would not reach the consumer if the price of atta rose owing to the mills working shorter hours.

(*c*) The Punjab Chamber realised that high prices of foodstuffs were at the root of many troubles which confronted the Government and it was highly desirable that every effort be made to reduce them for the consumer. Raising the embar-

go on export of flour, the Punjab Chamber felt confident, would not affect the price of wheat as the capacity of the mills was limited and their consumption could not increase appreciably in the near future.

In replying to the Associated Chambers of Commerce the Committee of this Chamber stated that the grounds upon which the Punjab Chamber based their representation had received their careful consideration and that, while they could not criticise the Government of India's policy of retaining foodstuffs in the country, they were of opinion that the Association might support the Punjab Chamber's representation to the extent of recommending that the free export of flour should be allowed as soon as it was possible to reduce in any way the embargo upon wheat.

At the same time the Committee suggested that the Government of India might be urged, as an immediate and temporary measure, to permit the free export of flour, to an extent not in excess of the average amount exported in former years, to those countries which, in the past, had been dependent upon India for their supplies. Such permission, in the opinion of the Committee, would not affect materially the position as regards wheat but, at the same time, would assist the flour mill industry.

In October 1920, the Punjab Chamber of Commerce requested the Associated Chambers of Commerce of India and Ceylon to move the Government of India to take the necessary steps for raising the embargo on the export of wheat flour in view of the fact that the Government of India had decided to permit the export of 400,000 tons of wheat, and this Chamber urged the Associated Chambers

to give the representation made by the Punjab Chamber their whole-hearted support. A representation on those lines was accordingly made to the Government of India by the Associated Chambers.

The Government of India in addressing the Associated Chambers of Commerce in the matter, regretted their inability to remove the embargo on the export of flour from India. They stated, however, that they had, in consideration of the release for export of 400,000 tons of wheat, already decided to permit the export of a further quantity of 8,000 tons of wheat flour during the quarter ending 31st December 1920 from each of the ports of Karachi, Bombay and Calcutta, or 24,000 tons in all. The total quantity of flour allotted for export during the year 1920 amounted approximately to 86,000 tons which compared favourably with the average exports of flour during the three pre-war years of 67,000 tons. The Government of India considered that this allotment should provide a sufficient outlet for the surplus stock not ordinarily consumable in India. (*Appendix* E-5.)

INTERNATIONAL FINANCIAL CONFERENCE AT BRUSSELS.

The International Financial Conference was convened by the League of Nations " with a view to studying the financial crisis and looking for the means of remedying it and of mitigating the dangerous consequences arising from it." The original intention was that the Conference should be held about the end of May 1920, but it was, for various reasons, postponed, and finally assembled at Brussels towards the end of September under the presidency of M. Gustave Ador, ex-President of the Swiss Republic. In all no less than 39 States were represented, and the Conference held 17 sittings,

commencing on the 24th September and concluding on the 8th October. In the invitations issued to the members of the League of Nations the Council of the League requested that each Government should send not more than three delegates conversant with public finance and banking as well as with general economic questions. The delegates appointed to represent India were :—

Mr. H. F. Howard, late Secretary to the Government of India (Finance Department), and subsequently Controller of Finance, India Office.

Sir Marshall Frederick Reid, late member of the Council of the Secretary of State for India, and previously Chairman of the Bombay Chamber of Commerce.

Sir Fazulbhoy Currimbhoy, a prominent member of the Bombay business community, late President of the Bank of Bombay, and for several years a member of the Viceroy's Legislative Council.

On the 23rd July, the Bengal Chamber telegraphed to the Secretary of State for India that, in their opinion, it was advisable for all possible steps to be taken to increase Indian exports and so to improve the position of exchange. They consequently urged that, in discussing the question of credit facilities to promote shipments to Europe, India's delegates at the Brussels International Conference should endeavour to arrange for the provision of increased outlets for Indian produce, such as tea, hides and jute, reserving the right to ration, raw material within the Empire in the event of the demand exceeding the supply.

After a reference to the Committee of this Chamber, who approved of the suggestion, the Government of India supported the Bengal Chamber's representation and were subsequently informed that the delegates were being asked to present a written statement of the nature suggested. The assistance of the principal Chambers of Commerce in preparing the statement was accordingly invoked by Government and the Committee forwarded information in regard to the stocks available for export of the principle commodities exported from Bombay, provided, in each instance, that satisfactory credits could be arranged.

In forwarding to the Chamber a copy of the Report of the Delegates for India the Government of India stated that it was understood that the resolutions accepted by the Conference would shortly be considered by the League of Nations, and meanwhile the Government of India asked to be furnished with any observations which the Committee of the Chamber might desire to offer with regard to them. They observed, however, that most of the resolutions merely registered the unanimous adherence of the Conference to certain canons of sound public finance, and set forth certain generally accepted principles, in the light of which India might justly claim that her public finance had been consistently administered.

Apart from the recommendations of general application, this country was specially interested in those relating to international credits, and the particular attention of the Committee was invited to the scheme referred to in paragraph 8 of Appendix A, Enclosure IV of the Report and set forth as Annexe A thereto. The Government of India were disposed cordially to welcome any endeavour to work out a

scheme of international credits. They thought, however, that it was essential that for any such scheme to be of practical value, so far as India was concerned; the bonds in question must be fully negotiable, and for this reason they considered that the amplifications suggested by Sir Marshall Reid, as printed in Appendix H, (reproduced below) were an improvement.

The Government of India stated that the existing depression in the export trade was no doubt partly due, in the case of some exports, to the existence of large unused stocks in foreign countries, but, in the case of other exports, it was probably due to the lack of credit facilities. It was as regards the latter class of exports that a scheme such as that put forward at the Brussels Conference might be of value. The opinion of the Committee was accordingly invited, firstly, as to how far any such scheme was likely to assist the various export interests represented in the Chamber, and secondly, whether the Committee had any criticisms or suggestions to make regarding the practical details of the scheme adumbrated by Sir Marshall Reid in Appendix H. The Government of India added that in the event of a scheme on such lines proving practicable and finding general acceptance among the nations represented at the Conference they would then consider the question of participating therein to the extent of accepting responsibility for some definite share of the international guarantee.

Enclosure 4 to Appendix A, and Annexe A, referred to above will be printed in full in the Appendices to this Report. The scheme adumbrated by Sir Marshall Reid is for easy reference quoted below :—

Scheme submitted by Sir Marshall Reid, c.i.e., Delegate for India.

"In accordance with Annexe A there will be created :—

(*a*) The undertaking of the buyer to fulfil his contract.

(*b*) The assurance of the buying country that he is probably capable of doing so.

(*c*) The confirmation of the assurance by the Central Commission.

(*d*) The bond of the buying country to be handed over to the seller for use as collateral.

While supporting the scheme of M. ter Meulen (Annexe A), the Indian Delegation are of opinion that it will serve only a limited purpose, and that it will be of little practical value to countries which are remote from Europe, but which produce so much of the raw materials essential for reconstruction. They are of opinion that the bonds created under Annexe A will not be acceptable as collateral, except at a considerable discount by the banks abroad to which they look to finance their shipments. The large proportion of risk which will thus remain with the seller will seriously affect the usefulness of the scheme.

The aim of the present proposal is to create a bond which will be of value in international markets, and will be readily accepted by banks as collateral at approximately its face value, in fact will be practically equivalent to a confirmed letter of credit.

The following are the outlines of the scheme :—

(1) The bond created under Annexe A [paragraph (*d*) above] would be delivered to the Central Commission instead

of being handed over to the seller. The Central Commission would retain it as collateral and issue in its place a "Central Commission Bond," which would be secured under a limited joint guarantee of the countries or bodies participating in the scheme.

(2) The Guarantee Fund would consist of an unlimited number of shares of such value as may be considered convenient. Subscribers would be entitled to an allotment of "Central Commission Bonds" which would bear the same proportion to the total permissible issue of bonds as their share contribution would bear to the total amount subscribed. Thus if the ratio of 10 to 1, as suggested in paragraph 4, were adopted, each subscriber of, say, 10,000*l.* would be entitled to an allotment up to 100,000*l.* in bonds.

(3) Seeing that Central Commission Bonds would have the full benefit of the security of Annexe A Bonds, it may be fairly assumed that the calls on the guarantee would at the worst amount to a very small proportion of the transactions carried through under the collateral of the bonds.

(4) It is therefore suggested that the volume of transactions current at one time under the system might quite safely amount to ten times the amount of the guarantee. Thus if shares were subscribed to the amount of, say, 10*l.* millions gold, transactions up to 100*l.* millions gold could be guaranteed.

(5) Subscribers would not be required to pay for their shares in cash, but would furnish such securities as the Central Commission required; the risk of each subscriber would be definitely limited to the amount of shares subscribed.

(6) Central Commission Bonds would be available for use only in connection with transactions between countries or bodies who were subscribers.

(7) The Central Commission Bonds for transactions between two subscribers might be furnished either from the allotment of the buying or selling subscribers. This would provide the buying parties with bonds in excess of their allotments, provided always that they were able to furnish Annexe A Bonds for the full amount.

(8) On the completion of the transaction the bond would be returned to the Central Commission who would cancel them and return the relative Annexe A Bonds to the buying country.

(9) The maturity of the bonds would be the same as in the case of the Annexe A Bonds.

(10) The Central Commission would publish periodical statements showing such important particulars as total bonds current and totals of each buying and selling country—also total of Annexe A Bonds of each country in its keeping.

(11) A commission would be charged on all "Central Commission Bonds" to cover expenses and to compensate guarantors.

(12) It might be that some countries might not find themselves in a position, for one reason or another, to participate *as a nation* in a scheme of this sort, but it would be quite open to a trade or section, *e.g.*, the cotton growers of America, to join in the guarantee, and to get the full *pro rata* benefit of it.

(13) Bonds under Annexe A scheme would only be issued to buying countries for limited quantities of specific

commodities and Central Commission Bonds would only be issued for the same commodities, but it would be open to selling subscribers independently to restrict the purposes for which their bonds should be utilised.

(14). If the Central Commission had at any time reason to fear that heavy calls were likely to be made in the near future, they might have to consider the expediency of restricting or discontinuing the issue of further bonds until the situation cleared and it became evident that the amount of the Guarantee Fund was ample to cover the risks in outstanding transactions.

Note—M. Celier, Vice-President, has kindly promised to submit these proposals to the League of Nations for the consideration of the Committee which will deal with the Conference Resolutions on International Credits, particularly paragraphs 8 and 9."

The Committee of this Chamber after careful consideration of the Report of the Delegates for India submitted their views to the Government of India as under :—

(*a*) The Committee considered that it was most important to the trade of India that everything possible should be done to restore the purchasing power of the Continental nations.

(*b*) They considered further that a scheme of the nature put forward at the Conference, if practicable, would bring about the desired result.

(*c*) The Committee, however, did not feel themselves competent to discuss the details of the scheme which must be subject, in their opinion, to continual discussion and rearrangement in Europe.

At the same time they considered it desirable for Government to form a Committee, composed of the financial experts and leading exporters of this country, to consider, report on, and, if necessary, amplify the scheme adumbrated by Sir Marshall Reid in Appendix H. (*Appendix* E-6.)

FINANCIAL RELATIONS BETWEEN THE CENTRAL AND PROVINCIAL GOVERNMENTS.

On the 30th of June 1920, the Committee sent the following cable to His Majesty's Secretary of State for India, London, in connection with the proposals of Lord Meston's Committee on financial relations as between the Central and Bombay Governments :—

" Committee of Bombay Chamber of Commerce desire to present respectful protest against suggested arbitrary allocation of revenues under proposals of Lord Meston's Committee on financial relations as between Central and Bombay Governments. Chamber presses earnestly for treatment of Income Tax as Provincial head of revenue and urges desirability of clear division between revenues collected from inhabitants of each Province, and those like Customs, etc., which cannot be clearly allocated. Chamber is not impressed by arguments, advanced in Joint Report and repeated by Lord Meston's Committee, that tax cannot be kept uniform if revenue is provincialised and that case of ramifying industries presents great difficulties, and desires to point out that first point has been met already by latest proposals as regards General Stamps while principle involved in latter point is accepted in practice in every country in the world. Lastly, Chamber

desires to emphasise the dangers of basing provincial finance mainly on collections from small cultivators and labouring classes, while commercial section of the community contributes solely to Imperial purse. Chamber would urge necessity of logical allocation of revenues as described above and contributions to resulting Imperial deficit in simple proportion to Provincial revenues which are open to general public to criticise rather than proportions based on undisclosed calculations which Chamber cannot follow."

BANKS AND BANKING.

(*See Report for* 1913, *p.* 213.)

The Government of Bombay, in December 1920, forwarded to the Chamber a copy of a letter which they had received from the Government of India setting forth certain proposals of that Government in regard to the introduction of legislation relating to Banks and Banking. The following is a summary of the proposals put forward by the Government of India :—

(1) That Banks registered under the Indian Companies Act should be required to publish monthly, in lieu of a statement in Form G, in the Third Schedule of the Act, a statement in the form given in the Appendix to Government's letter. Certain amplifications were suggested in para. 4.

(2) Whether a definite limit should not be placed on the amount of authorised Capital of a Bank.

The Bengal Chamber had suggested that (*a*) the authorised Capital of a Bank should not be more than four times the subscribed Capital, and (*b*) that

no Bank should be permitted to advertise the amount of its authorised Capital.

(3) Whether it would not be wise to prescribe that a definite proportion (between 20 and 50 per cent.) of the face value of the shares should be called up before a Bank was allowed to begin business.

(4) Whether the period should be reduced under which Banks worked under agency arrangement with the promoters, to a term of not more than five years, the arrangement to be renewable thereafter at stated intervals at the option of the shareholders.

(5) Section 145 (2) of Indian Companies Act (Auditors' Reports) to be tightened up, and Auditors' Certificate and Report on balance sheet should expressly state that the Auditors had examined the accounts along with the securities representing the investments of the Bank or held against loans, the bills discounted and the cash balances at the head office or at several of the branch offices.

(6) Whether legislation proposed in para. (1) above, should be limited to Banks registered under the Act or should be made applicable to exchange banks. If the latter, whether Exchange Banks would be able to supply periodically the information which it was proposed to prescribe in the proposed new form appended to the letter.

The Committee were also favoured with a copy of a letter that had been addressed to the Government of Bombay by the Chairman of the Associated Exchange Banks on the same subject in which the following views were expressed:—

Paras. 3 *and* 4 (*see proposal No.* 1 *above*).—The following objections were found to the form of statement given in the Appendix to Government's letter :—

(1) Items Nos. 3 (Current deposits and other Accounts and 6 (Endorsements, guarantees and other obligations) on the Liabilities side were too vague.

(2) Item No. 4 (Loans against securities as per contra) on the Liabilities side should read "Borrowings against Securities as per contra."

As regards the proposed sub-division of item 3 on the Liabilities side suggested in para. 4, by Government, *i.e.*, (*a*) Current deposits, (*b*) Fixed deposits, (*c*) Overdrafts, (*d*) Other advances, it appeared to the Associated Exchange Banks that (*a*) and (*b*) would appear on the Liability side and (*c*) and (*d*) on the Assets side. Otherwise they considered the form of statement satisfactory.

Paras. 6 *and* 7 (*see proposals Nos.* 2 *and* 3 *above*).—The Associated Exchange Banks recommended that the authorised Capital of a Bank should not be more than twice the subscribed Capital and that not less than one-third of the latter should be paid up within one year after the commencement of business. In this connection they also recommended that a Bank should be prohibited from making advances against its own shares.

In regard to para. 8 (see proposal No. 4 above) the Associated Exchange Banks stated that they were not sufficiently informed on this point to express any decided opinion.

Para. 9 (see proposal No. 5 above) the Associated Exchange Banks considered that Auditors should be required to express clearly in their Certificate what had been checked, but it was thought impracticable for any single Auditor to vouch for

the correctness of the accounts, securities, etc., and cash balances at several Branch offices on any particular date.

Para. 10 (see proposal No. 6 above) it was stated that it was quite impracticable for the Exchange Banks to supply monthly the information which it was proposed to prescribe in the new form appended to Government's letter.

In replying to Government the Committee stated that they supported the opinion expressed by the Associated Exchange Banks in regard to each of the several questions raised by Government. (*Appendix* F.)

STAMPING OF CHEQUE BOOKS, SHARE CERTIFICATES, &C.

The attention of the Committee was drawn in April 1920, by several members of the Chamber to a Circular Notice, dated 10th March 1920, issued by the Collector and Superintendent of Stamps, Bombay, and reading as follows :—

"It has been observed of late that the Banks and Mercantile firms in Bombay, who have occasion to send cheque books and share certificates to this office for stamping, generally supply the latter in bound books of various sizes containing one hundred or more pages bound in one volume. It is very inconvenient to adjust large-sized and bulky books for impressment under the dies of the stamping machines in use in this office and the forms often get soiled by the hands of the workmen on each occasion of inserting and taking out a page for and after stamping and then adjusting each time the bulky volume under the press. All banks and mercantile firms are, therefore, requested to send for stamping in future only loose sheets or forms which may subsequently be got bound in

books or to supply bound books of only moderate size and bulk, containing not more than 50 sheets. The books should have a thin flexible cover and not a thick cardboard one as is used in some cases. It is hoped that the above instructions will be carefully attended to by the mercantile community."

It was pointed out by members that the procedure proposed by the Collector in the above Circular Notice would cause a great deal of inconvenience.

The Committee accordingly addressed the Collector in the matter and stated that they understood that the stamping of cheque books and share certificates presented no difficulty to the Stamp Authorities in England and they were, therefore, of opinion that if the machines in use in the Bombay Stamp Office could not cope with the work, the desirability of obtaining the English Pattern machines might be considered. The Committee added that they were strongly of opinion that the convenience of the many business houses in Bombay should be the first consideration.

The Collector, in reply, stated that it would be seen from the Circular letter issued by him that loose sheets or forms were not exclusively insisted upon. Bound books were admissible under the terms of the Circular but they should be of reduced size with flexible covers, bulky books with thick cover being difficult of adjustment under the presses. The Collector added that it was this inconvenience which had led to the issue of the Circular and he asked the Committee to advise all commercial houses to endeavour to conform to the terms of the Circular. He stated he did not object to bound books going in which were in stock and instructions were already issued to accept these for impressment but what he requested

the Committee to see was that the mercantile houses helped the work at the Stamp Office by following, as far as possible, the Circular instructions in future.

The Collector added further that he was about to order from England one or two English Pattern Machines worked by an electric motor to meet the heavily increased demand for stamping made on the Stamp Office. Their provision, however, would take time. The Collector concurred in the view of the Committee that the convenience of the business houses in Bombay should be the first consideration with Government, but stated that the Stamp Office was not to blame if it received heavier work than the resources at its disposal could keep pace with, especially when the work done was gratuitous, and nothing extra so far was paid by the mercantile community to compensate for the labour and agency employed to get through the impressment work, beyond the stamping fees which they were otherwise bound to pay as stamp duty leviable on the cheques and certificates under Articles 19 and 21, Schedule I of the Stamp Act II of 1899.

The Committee in acknowledging receipt of the Collector's letter stated that they noted with pleasure that modern stamping machines were likely to be under order shortly; the Members of this Chamber had been informed to this effect, and had also, pending their arrival, been requested to assist him in the manner described in his Circular letter so far as they were able to do so.

In regard to the remarks contained in the last paragraph of his letter, however, the Committee informed the Collector that they considered that the cost of working the Stamp Office was a legitimate charge against the stamp duties in the

same way that expenses incurred in collecting Income Tax were charged against the revenue derived therefrom. (*Appendix* G-1.)

STAMPING OF INSURANCE POLICIES.

The Bombay Underwriters' Association, in December 1919, asked this Chamber to support a representation that the Bengal Chamber had been requested to make to the Government of India recommending the amendment of the Stamp Act so as to provide for the use of Adhesive Stamps on Policies of Insurance and renewal receipts. It was pointed out that under the Act as it stood it was stipulated that every Policy of Insurance and renewal receipt should have the necessary duty impressed (or denoted) thereon. This necessitated Insurance Offices sending stocks of blank policy forms and renewal receipts from time to time to the Stamp Office for impressment of stamps, thus involving much inconvenience to Insurance Companies and those requiring Insurance Policies in the course of their daily business.

The Stamp Act permitted the stamping of certain other documents such as Bills of Exchange, Cheques, Promissory Notes, Notarial Acts and Share Transfers by means of Adhesive Stamps which could be fixed by the issuer of the document and it was submitted this facility might be extended to Policies of Insurance and renewal receipts with great advantage both to the Insuring public and to the Government Department concerned.

In addressing the Bengal Chamber in the matter the Committee of this Chamber stated that, having regard to the

fact that the above proposal met with the approval of all the Marine and Fire Insurance Associations of India and Burma, they desired to support the representation made to the Bengal Chamber and expressed a hope that the same would be communicated to the Government of India in due course.

At a later date, the Government of Bombay forwarded to the Chamber for an expression of opinion, a copy of a letter thatthey had received from the Karachi Chamber of Commerce on the same subject, and the Committee, in reply, informed Government that they supported the proposal put forward by the Karachi Chamber, but at the same time drew the attention of Government to the fact that the Association of Chambers of Commerce of India and Ceylon had, at the instance of the Committee of this Chamber, already addressed the Government of India in the Department of Finance in regard to the matter. (*Appendix* G-2.)

INDIAN COMPANIES ACT.

PROPOSED AMENDMENT OF SECTION 91-B.

The Government of Bombay, in April 1920, forwarded to the Chamber for an expression of opinion a copy of a letter they had received from the Government of India in regard to a suggestion made by the Agents of the Tata Iron and Steel Company, Limited, that Section 91-B of the Indian Companies Act, 1913, should be repealed or amended or that a provision should be inserted to the effect that the Section should not apply to private Companies.

Section 91-B of the Act reads as follows :—

> "91-B (1) No Director shall, as a Director, vote on any contract or arrangement in which he is

either directly or indirectly concerned or interested; and if he does so vote his vote shall not be counted;

Provided that the Directors or any of them may vote on any contract of indemnity against any loss which they or any one or more of them may suffer by reason of becoming or being sureties or surety for the Company.

(2) Every Director who contravenes the provisions of Sub-section (1) shall be liable to a fine not exceeding one thousand rupees."

It was pointed out by the Tata Iron and Steel Company, Limited, that they were at the moment engaged in the promotion and formation of several Companies, mainly subsidiary, having for their objects the development of industrial enterprises. The proposed new Companies would, in the main, be registered as private limited Companies and, as a rule, the management of each Company would be composed of Directors of the Tata Iron and Steel Company, Limited, and Directors or Members of the Companies or undertakings with which the Tata Iron and Steel Company, Limited, joined to promote the Subsidiary Companies. Certain preliminary agreements would be entered into which would require to be adopted by the proposed Companies, and from the moment of their formation the Directors of the proposed Companies would, as a part of their functions, be called upon to resolve upon contracts between the Subsidiary Companies and one or both of the promoting Companies, in which the members of the Board must perforce be indirectly interested as Directors or members of the promoting Companies.

It was asserted that objection had been taken by one or more of the parties with whom the Tata Iron and Steel Company, Limited, was negotiating for the formation of Subsidiary Companies that the effect of Section 91-B was to render impracticable the undertaking of the Subsidiary Company inasmuch as there would never be a Board competent to transact business in which the promoting Companies were interested, which would in fact constitute the business of the Subsidiary Company.

The Government of India stated that on consideration they were inclined to think that some amendment in the existing law was desirable. The object with which Section 91-B was originally introduced was to protect the interests of shareholders and the Government of India did not think that a case had been made out for abandoning the principle which that Section was intended to affirm. They recognised, however, that the difficulty mentioned by the Tata Iron and Steel Company, Limited, was a genuine one and proposed to meet it by inserting a provision in the Indian Companies Act to the effect that Section 91-B should not apply to private Companies.

The Committee, after consulting the Chamber's Solicitors, informed the Government of Bombay that they fully appreciated the difficulties set forth in Messrs. Tata Sons' letter and they, therefore, approved the proposal to amend Section 91-B of the Indian Companies Act VII of 1913 on the lines suggested by the Government of India.

During the September Session of the Imperial Legislative Council an Act, XLII of 1920, so amending Section 91-B as to make it inapplicable to private Companies, was passed. (*Appendix* **H-1.**)

PROPOSED AD VALOREM DUTY ON NOMINAL CAPITAL OF JOINT STOCK COMPANIES.

The Government of Bombay, in April 1920, forwarded to the Chamber for an expression of opinion a copy of a letter they had received from the Government of India in which it was stated that the question of imposing an *ad valorem* duty of ¼ per cent. on the nominal capital of all Companies registered under the Indian Companies Act, 1913, in addition to the stamp fees payable under the Indian Stamp Act (II of 1899) and the registration fees payable under the Indian Companies Act, VII of 1913, was engaging the attention of the Government of India. The Government of India explained that there had been signs during the last two or three years that the number of bogus companies and companies with excessive nominal capital was tending to increase. In some instances the imposing figure of the nominal capital served no other purpose than that of inducing the less informed portion of the public to believe that the strength and importance of the Company were much greater than they actually were. While anxious to take no step that would discourage legitimate enterprise, and to do all in their power to foster the habit of investment, the Government of India felt that they were bound to protect the interests both of the ignorant investor and of the sound commercial flotations whose credit might be affected by the collapse of a few weaker and more unsound concerns. They were, therefore, inclined to the opinion that the time was opportune for amending the Companies Act in such a way as to restrict the liberty which companies enjoyed of registering vast authorised capitals which they had no prospect of ever getting subscribed.

It was pointed out that in the United Kingdom, an *ad valorem* stamp duty of 5 shillings per cent. was levied under

Section 7 of the Finance Act, 1899, on the nominal capital of all companies registered, in addition to the fees prescribed in Table B of the first Schedule to the Companies (Consolidation) Act, 1908. The Government of India considered that the imposition of a similar duty in India, while bringing in a small revenue, would, to a certain extent, serve to check the flotation of bogus and unsound companies and especially those which advertised inflated nominal capital. They proposed, therefore, that an *ad valorem* duty of ½ per cent. should be levied on the nominal capital of all Companies with share capital registered in India in addition to the registration fees payable under Table B of the first Schedule to the Indian Companies Act, 1913, and the stamp fees required for the registration of the Memorandum and Articles of Association.

In reply the Committee stated that they were not in favour of the proposed duty because, in their opinion, it would discourage enterprise. The Committee submitted that some method should be found to protect ignorant investors other than one which would penalise good and bad companies alike. The investing public could only learn from experience that a large nominal capital did not always imply stability and that many factors, beside the advertised capital, had to be taken into consideration when estimating the soundness or otherwise of a new flotation.

The Government of India have since announced that owing to the considerable diversity of opinion indicated in the replies received to their letter they have decided not to proceed with the proposal. (*Appendix* H-2.)

THE SUPER TAX.

At the Conference of Indian and Ceylon Chambers of Commerce held on the 8th and 9th January 1920 the following resolution was, on the motion of the Upper India Chamber of Commerce, unanimously adopted :—

"That a revision of the basis of taxation is necessary so as to abolish the super-tax in its relation to firms and companies."

In submitting this Resolution for the favourable consideration of the Government of India, the Associated Chambers of Commerce referred to the remark made by Sir James (now Lord) Meston in the Imperial Legislative Council on the 19th March 1919. "We do hope next year," his Lordship said, "to put the whole of our levy upon incomes on a more equitable, more consistent, more logical basis than the form that these levies assume at present." It was pointed out that in the United Kingdom the super-tax was a duty on individual incomes only. In India it was extended also to the undivided profits of firms and companies. The justification for this extension at the time when the legislation was passed was that an excess profits duty was thought to be impracticable in this country. Later on an excess profits duty was found to be practicable and it was levied. But the super-tax remained, although in its relation to firms and companies it was admittedly unsound and uneconomic. "We are not," Lord Meston said in the same debate, "particularly proud of the super-tax as at present worked." The Association, therefore, in bringing the Resolution to the notice of Government, urged on behalf of all the Indian Chambers of Commerce, that its repeal in respect of firms and companies should be a prominent feature of that reconstruction of the

system of taxation upon incomes which Lord Meston foreshadowed. The Act in question was subsequently amended during the course of the ensuing session of the Indian Legislative Council and a copy of the amended Act, No. XIX of 1920, will be found in full in *Appendix* I-1.

PROPOSED AMENDMENT OF THE INCOME TAX ACT.

A telegram was received, in September 1920, from the Finance Department of the Government of India, stating that a Bill was being introduced in the Legislative Council for the purpose of clearing an ambiguity as to the meaning of the expression "house property" in Section 8 of the Income Tax Act of 1918 in view of a recent judgment of the Allahabad High Court. It was pointed out that Clause 2 (1) provided that the annual value of business premises should be liable to assessment under Section 8 of the Indian Income Tax Act and Clause 2 (2) prevented an assessee from receiving an allowance for land revenue, insurance premiums and repairs in respect of his business premises under both Sections 8 and 9 of the main Act. It was added that an alternative proposal was that from Section 9 (2) (1) of the Income Tax Act the words "or where the premises are owned by the assessee the *bona fide* annual value thereof" should be omitted and consequential changes made in the rest of Section 9. Government stated that it was understood that the latter alternative would be preferred by the business community and asked for the opinion of the Chamber in the matter.

In reply, the Committee wired to the Government of India that they preferred the alternative proposal referred to in the above telegram.

Subsequently a bill embodying the alternative proposal mentioned above was introduced and passed during the

September Session of the Indian Legislative Council. A copy of the bill as finally passed is printed in *Appendix* I-2.

INCOME-TAX ASSESSMENT.

Right of appeal to the High Court.

A letter was received from the Madras Chamber of Commerce in April 1920, asking for the support of this Chamber to a proposed memorial to Government urging that aggrieved parties should have the right of appeal to the High Court against the decisions of the Commissioner of Income-tax and Chief Revenue Authority in regard to assessment for Income-tax purposes.

In replying to the Madras Chamber the Committee stated that they agreed with its views in the matter and suggested that the Associated Chambers of Commerce of India and Ceylon might be asked to draft a memorial on behalf of all its members and submit it direct to the Government of India after the draft memorial had been approved by all Chambers.

The Madras Chamber was requested, if they approved this procedure, to arrange with the Associated Chambers of Commerce to take early action.

At a later date, this Chamber was asked by the Associated Chambers of Commerce for an expression of opinion on the proposal made by the Madras Chamber.

In reply, the Committee stated that they were in complete agreement with the views of the Madras Chamber and that they approved the suggestion that the Associated Chambers should draft the memorial on behalf of all the members and submit the same to the Government of India direct. (*Appendix* I-3.)

INCOME-TAX ASSESSMENT.

Proposed amendment of Section 19 of the Income-Tax Act, 1918.

The Government of India in December 1920, informed the Chamber that complaints had been received regarding the difficulties involved in working the procedure laid down by Section 19 of the Income-Tax Act, 1918 (VII of 1918). It was pointed out that, in the original bill introduced in the Legislative Council on the 6th February 1918, it was proposed that the Income-tax should be finally assessed on the ascertained income of the preceding year, but the Select Committee abandoned that system and altered the bill to provide that the tax should be levied in each year in respect of the taxable income of that year. Under the changes introduced by the Select Committee, the provisional assessment was in the first instance made on the basis of the previous year's income, while there was a subsequent adjustment under Section 19 of the Act when the actual income of the year of assessment became known.

The Government of India stated that the procedure adopted in the Act had, it was understood, led both to considerable complications in the working of the assessing officers and to difficulties and trouble to the assessees. The Government of India proposed, therefore, to revert to the former practice whereby Income-tax was assessed on the basis of the ascertained profits of the previous year instead of a provisional assessment being made on the basis of the previous year with a subsequent adjustment in the following one.

As the change proposed had the advantage of simplifying the procedure the Committee expressed their approval of the same on condition, however, that the new procedure

would not come into operation for a period of two years. The Committee were led to make the above reservation by reason of the fact that in their opinion there was a danger, otherwise, of the new procedure not operating equitably towards the tax-payer as they considered that it was only reasonable to assume that Company profits had attained their maximum growth and were entering upon a period of decline. (*Appendix* I-4.)

DELAY OR NON-PRESENTMENT FOR PAYMENT OF NEGOTIABLE INSTRUMENTS.

The Government of Bombay, in March 1920, forwarded to the Chamber for an expression of opinion a copy of a letter they had received from the Government of India suggesting that the Negotiable Instruments Act should be amended by the addition of a Section on the lines of Section 46 (1) of the English Bills of Exchange Act, 1882, whereby delay in making presentment for payment of Promissory Notes, Bills of Exchange and cheques was excused when the delay was caused by circumstances beyond the control of the holder. It was pointed out that the Indian Bills of Exchange Act, 1916 (XIV of 1916) did provide for delays in presentment of bills on account of the war, but this legislation was only a war measure and did not provide for the general cases covered by the English Act.

In reply the Committee stated that they were of the opinion that the Negotiable Instruments Act should be amended by the addition of a Section on the lines of Section 46 (1) of the English Bills of Exchange Act, 1882.

In December 1920, the Government of Bombay forwarded to the Chamber for an expression of opinion a further letter

they had received from the Government of India in this connection with which was forwarded copies of letters that had been received from certain Chambers of Commerce.

The Bengal Chamber had suggested that the time within which bills were to be accepted after presentation should be extended from 24 hours to 48 hours or for such further or other period as might be deemed advisable or practicable.

The Upper India Chamber of Commerce had suggested that a demand accompanied or followed by a copy of a bill on or before the due date should be considered equivalent to the presentment of the actual bill for the purposes of the Act.

The Bank of Madras and the Madras Chamber had suggested that the amendment should cover also cases of delays in presentment of bills for acceptance presumably on the lines of Section 41 (2) of the Bills of Exchange Act, 1882.

Section 41 (2) read as follows :—

" 41 (2).—Presentment in accordance with these rules is excused, and a bill may be treated as dishonoured by non-acceptance,

(*a*) Where the drawee is dead or bankrupt, or is a fictitious person or a person not having capacity to contract by bill ;

(*b*) Where, after the exercise of reasonable diligence, such presentment cannot be affected ;

(*c*) Where although the presentment has been irregular acceptance has been refused on some other ground."

The Committee of the Chamber, in replying to the Bombay Government, stated that they were of opinion that the Negotiable Instruments Act, XXVI of 1881, should be

amended upon the lines indicated by the Bengal Chamber. The Committee added that they endorsed the further amendments proposed by the Upper India Chamber of Commerce and the Bank of Madras and the Madras Chamber of Commerce respectively. (*Appendix* J-1.)

BOILER LAWS COMMITTEE.

The Collector of Bombay towards the end of 1920, informed the Chamber that the Government of India had appointed a Committee consisting of Mr. F. D. Ascoli, I.C.S., as President and Messrs D. B. Mann and D. R. MacIntosh respectively Offg. Chief Inspector of Factories, Bengal, and Chief Inspector of Steam Boilers, Bombay, as members, to consider the question of the unification of the Acts and Regulations relating to the inspection, working and construction of boilers in India and connected matters. The Chamber was asked to nominate a representative to give evidence before the Committee and a copy of the questionaire drawn up by the Committee was also sent.

Owing to the shortness of notice given, it was impossible for the Committee of the Chamber to submit written replies to the questionaire or to appoint a representative to give oral evidence before the Committee.

In addressing the Collector of Bombay to this effect the Committee, however, stated that they endorsed generally the recommendations of the Public Services Commission in this connection and the additions thereto suggested by the Indian Industrial Commission. (*Appendix* J-2.)

THE INDIAN CARRIERS ACT.

The Government of Bombay in June 1920, forwarded to the Chamber for expression of opinion, a copy of a letter

they had received from the Government of India, giving cover to a letter from the Government of Bengal in which the latter supported a representation from the Bengal Chamber urging the amendment of the Indian Carriers Act, III of 1865.

The Bengal Government in their letter to the Government of India stated that the Bengal Chamber had brought to their notice that Section 8 of the Indian Carriers Act operated inequitably against the carrier as was exemplified in the decision of the Appellate Branch of the Calcutta High Court in the case, India General Navigation and Railway Company, Limited, *versus* Gopal Chand Guin. In that case a passenger in one of the Company's steamers took with him six packages of silk-thread, which he booked as ordinary luggage. Silk-thread was one of the excepted articles scheduled under the Act, for the loss of which, unless expressly declared, no liability attached to the carrier. The steamer caught fire and the packages were destroyed. The passenger sued for recovery of damages on the ground that the destruction by fire was due to the negligence of the Company. The Appellate Court held that the Company were liable for the full value of the goods, because the latter had been lost through their negligence. In the course of their judgment, their Lordships remarked :—

> "Reading Sections 3 and 4 with Section 8, it appears that although a common carrier is not liable for the loss or damage of property of a certain description above one hundred rupees in value, unless the value or description thereof are expressly declared by the person delivering them to be carried, and although the carrier is entitled to charge a higher rate for such properties, he is liable for

> the loss of, or damage to, such property if such loss or damage arises from the negligence or criminal act of the carrier or of any of his agents or servants."

From this decision it was clear that the carrier was exposed to onerous risks under the Act, and that the benefits conferred upon him by Section 3 were to a large extent rendered nugatory by the provisions of Section 8. The point in Section 3 regarding the declaration of goods was that it enabled the carrier to know that he was carrying valuable goods or goods likely to be damaged unless special precautions were taken, and he took particular care in regard to the conveyance of such goods. Where negligence arose despite these precautions, the carrier had to incur the penalty. But the case was different where the goods had not been declared, and the carrier, in ignorance of the valuable or frail character of the goods, did not extend to them the precautions he would observe if they were declared. The Government of Bengal considered that the liability of the carrier should be modified in this respect, and accordingly recommended for the consideration of the Government of India that Sections 8 and 9 of the Act should be amended so as to provide in the case of scheduled articles not declared under Section 3, that the carrier, while retaining his present responsibility in the event of a criminal act, should be freed from liability for loss or damage arising from the negligence of the carrier or his agents or servants. The Government of Bengal also suggested that where loss or damage resulted from a criminal act in the case of scheduled articles not declared under Section 3, the onus of establishing the criminal act, if alleged, should, in a suit for damages, be on the plaintiff.

It was also pointed out that whereas the Indian Railways Act allowed Government to add by notification in the Gazette of India to the schedule of excepted articles, other articles of special value, the Indian Carriers' Act had no such provision. The Schedule did not include such expensive commodities as opium, jade, amber, hemp, rubber and feathers. The Government of Bengal suggested, if the amendment of the Carriers' Act was to be taken up, that Government should likewise be empowered to make additions to the schedule.

Vide Item (s) in second Schedule to the Railways Act, 1890.

The Committee in replying to the Government of Bombay stated that they were of opinion that the Indian Carriers' Act, both as it stood and as it had been interpreted in the High Courts, was highly inequitable and they therefore strongly supported the amendments thereto proposed by the Government of Bengal. (*Appendix* J-3.)

REGISTRATION OF PARTNERSHIPS AND BUSINESS NAMES.

(*See Reports* 1879-80, *pp.* 33, 325; 1903, *pp.* 39, 286; 1904, *pp.* 40, 328; 1907, *pp.* 20, 170; 1908, *pp.* 20, 101, 171 1919, *pp.* 35, 280.)

The following Resolution was unanimously adopted by the Conference of Indian and Ceylon Chambers of Commerce on the 8th January 1920:—

"That this Conference is of opinion that it is desirable to provide by law:

(*a*) for the registration of partnerships,

(*b*) for the registration of business names,

and that the Government of India be requested to introduce the necessary legislation at the earliest possible date."

In passing on the Resolution to the Government of India, the Associated Chambers of Commerce expressed a hope that both proposals would be favourably considered by Government and that legislative action in respect of them would be found to be feasible.

In replying to the Associated Chambers of Commerce, the Government of India stated that the question of undertaking legislation for the registration of business names and for the registration of partnerships was still under consideration and that a further communication would be addressed to the Associated Chambers as soon as a decision was arrived at on the subject. (*Appendix* J-4.)

ALL INDIA CHEMICAL SERVICE.

The Bombay Government, in September 1920, forwarded to the Chamber for an expression of views, copy of a letter they had received from the Government of India with reference to the Report of the Chemical Services Committee and the proposals of the Government of India thereon.

The points on which the opinion of the Bombay Government had been invited by the Government of India were summarised as follows :—

(1) The institution of an All-India Chemical Service; and the posts under Local Governments which may conveniently be filled by appointments from such a service.

(2) Should Chemists required by Local Governments from the Chemical Service be taken over permanently by them, and not transferred save at the request of the Local Governments or with their concurrence ?

(3) Do Local Governments agree that there is no necessity to include Agricultural Chemists in the All-India Chemical Service ?

(4) Should Chemists employed in the Educational Department be normally also excluded, subject to certain exceptions ?

(5) Should the Government Analyst and the Analytical Officer of the Chemical Examiner's Office be attached to Provincial Research Institutes ?

(6) Should Chemists be seconded to the Forest Department for certain classes of work ?

(7) Should distillery experts be included in the service ?

(8) Should it be possible for a Local Government to ask for the appointment to its Chemical Service of a local recruit ?

(9) Should the proposed service have a head ; and should that head have the functions, mainly advisory, described in paragraph 9 of the letter ?

(10) What are the views of Local Governments on the Committee's proposed service of Assistant Chemists, and the terms proposed for them ?

(11) Do Local Governments approve of the application of the Educational Service time-scale to the Chemical Service ?

(12) Should a provident fund, on the analogy of that proposed for the Industrial Service, be instituted for the Chemical Service, in lieu of pensions ?

(13) What are the views of Local Governments on the ages of retirement and recruitment, the position on the time-scale to be given to men recruited above the age of 25 years, invalid pensions and study leave ?

(14) Do Local Governments agree in the necessity of Local Research Institutes subject to the removal of the limitations proposed in paragraphs 14 (2) and (3) of the report ? What are their views regarding the scope and direction of these ?

(15) While preserving entire freedom to Local Research Institutes to publish whatever they like, subject to the control of the Local Government, do the Local Governments agree in the desirability of the Board of Control of the central institute publishing, when it is desired that publications should be an All-India authority ?

In replying to the Bombay Government the Committee stated that while recognising the importance of Chemical Research in India and, for that reason, warmly supporting the organization of a Service for its prosecution, they felt they were not in a position to offer an opinion as to the lines upon which such a Service should be constituted.

The Committee added that they considered that the whole question should receive the careful consideration of the Government of India in concert with the various industrial concerns represented in the country. At the same time,

however, they expressed the opinion that the scale of pay suggested by Government was not calculated to attract men possessing the high standard of training in chemistry necessary for work of so specialised a nature as Chemical Research. (*Appendix* J-5.)

PROPOSED ALL-INDIA LEGISLATION ON THE LINES OF THE INDUSTRIAL COURTS ACT, 1919.

The Associated Chambers of Commerce of India and Ceylon in August 1920 forwarded to this Chamber, for information, copies of correspondence that had passed between the Bengal Government and the Bengal Chamber of Commerce in which the Bengal Government had asked for the opinion of the Bengal Chamber on the question whether All-India Legislation on the lines of the English "Industrial Courts Act, 1919" would be of any value and should be undertaken.

The Bengal Chamber in reply had stated that the main object of the Act in question was to maintain the higher standard of wages brought about by war conditions and that the arbitration clauses in the Act were intended to be a safeguard against employers reducing rates. In India, upon the other hand, the conditions were exactly the opposite as the tendency here was, and must be, all the other way, if labour was to be attracted to industry. For the above and other reasons in the same connection the Bengal Chamber considered that All-India Legislation on the lines of the English Act would be of no value and should not be undertaken. At the same time they recommended that early steps be taken to test the possibility of developing in India a system of Works Joint Committees.

The Committee of this Chamber, in acknowledging receipt of the above communications, informed the Associated Chambers of Commerce that they desired to associate themselves with the views expressed by the Committee of the Bengal Chamber. (*Appendix* J-6.)

INDIAN DEFENCE FORCE.

(*See Reports* 1917, *pp.* 8, 130; 1919, *pp.* 31, 246.)

At a meeting of the Indian Legislative Council held on the 22nd March 1920, His Excellency the Commander-in-Chief in reply to a question put by the Hon'ble Mr. W. E. Crum in regard to the Indian Defence Force, said :—"Proposals regarding the future of the Indian Defence Force have been submitted to the Secretary of State and his instructions are awaited. Draft bills have been prepared in accordance with these proposals. In the case of the European branch of the Indian Defence Force the recommendations of the Government of India involve modifications which are considered essential, as war time requirements in the matter of training and terms of service must necessarily differ from those which apply to an auxiliary force in times of peace. In order to ascertain the nature of the requisite changes demanded by local conditions and the interests of commerce and industry, Chambers of Commerce, Planters and Trades Associations and other representative bodies have been consulted freely with the result that a scheme has been evolved which it is believed will meet with general approval. As regards the Indian Branch the possibility of the future improvement and development is less certain. The Army in India Committee have had under consideration the question of an Indian Territorial Force and the draft bill relating to the Indian Branch has been designed as a framework on which this portion of the

Indian Defence Force could be built up into such a Territorial Force to be expanded on voluntary basis to the extent warranted by progress in recruitment and military training."

The Bengal Chamber in April 1920, in drawing the attention of the Adjutant-General in India to the above reply, stated that the Delhi Session of the Council having closed, no new legislation on this subject could presumably be undertaken before September 1920. That was to say, the draft bills to which His Excellency referred could not possibly come into operation until the end of the current calendar year, and they might be delayed until the beginning of the next official year, namely, 1st April 1921.

In these circumstances the Committee of the Bengal Chamber suggested that the Government of India should make, as early as possible, a public announcement as to what the existing position of the Indian Defence Force was, and as to what the training for the current year was to be. So far as Calcutta was concerned they were convinced that mercantile opinion there would very strongly favour a notification to the effect that, until new legislation were introduced:

(*a*) those members of the Indian Defence Force who were over 45 years of age should be exempted from service, and from all training of every description; and

(*b*) those members of the Force who were below 45 years of age should not be required, during the current year, to do more than to shoot the annual musketry course as prescribed by the regulations.

A hope was expressed that this proposal would commend itself to the favourable consideration of Government, and that its adoption would be notified forthwith.

In forwarding to this Chamber a copy of the letter addressed by the Bengal Chamber to the Adjutant-General in India, the Associated Chambers of Commerce enquired whether this Chamber favoured the suggestion that they should address the Government of India in support of the proposals made by the Bengal Chamber.

In reply the Committee stated that they were of opinion, in view of the Special Indian Army Order, dated 25th March 1920, issued by Army Headquarters, no useful purpose would be served by again addressing Government in this matter.

The following is a copy of the Annexure to the Special Indian Army Order referred to above and gives the scale of training to be undergone by members of the Indian Defence Force during the training year commencing 1st April 1920.

"PERIODICAL TRAINING, INDIAN DEFENCE FORCE (EUROPEAN BRANCH).

(1) For persons under 31 or who attain the age of 31 during the training year—

(*a*) In Infantry units—64 hours and the annual musketry course.

(*b*) In other units—80 hours and the annual musketry course, or in the case of artillery, the annual gun course.

(2) For persons over 31 on the 1st April 1920 and under 40 or who attain the age of 40 during the training year —

(*a*) In Infantry units—24 hours and the annual musketry course.

(*b*) In other units—40 hours and the annual musketry course, or in the case of artillery, the annual gun course.

(3) For persons over 40 on the 1st April 1920—

(*a*) In all units—the annual musketry course, or in the case of artillery, the annual gun course."

The draft of the new Indian Auxiliary Force Bill was published at the end of July 1920 and the Bill was passed in September Sessions of the Indian Legislative Council and became law as from the 1st of October 1920.

In October 1920, the Government of Bombay asked this Chamber to nominate a representative to serve on the Advisory Committee proposed to be formed under the provisions of the Auxiliary Force Act, 1920, and the Committee of the Chamber nominated the Hon'ble Mr. H. P. W. Macnaghten as their representative. (*Appendix* J-7.)

PROPOSED REVISION OF SYSTEM OF PRE-AUDIT PAYMENTS BY GOVERNMENT ACCOUNTS OFFICES.

The Government of Bombay in March 1920 forwarded to the Chamber a copy of a letter from the Finance Department of the Government of India, addressed to all Local Governments and Administrations, in connection with a proposal to effect a change in the system of pre-audit payments by Accounts Offices. The existing practice and the reasons for the change proposed were explained in an accompanying note by the Comptroller and Auditor General and the views of the Chamber on the proposal were requested.

In the Comptroller's note it was stated that a recent fraud in the Comptroller, India Treasuries' Office, had revealed the necessity for revision in the existing system of

pre-audit payments by Accounts Officers and for a more complete proof of payment in such cases. Before proceeding to outline in detail the existing practice and the modifications suggested, the Comptroller stated that both the Bengal Chamber of Commerce and the Calcutta Trades Association had been consulted in the matter so far as the claims of Commercial Firms dealing with Government Departments were concerned and that both bodies had accepted the changes proposed.

The Committee informed the Government of Bombay, in reply, that while the proposed new measures, in their opinion, would provide an extra safeguard against fraud, they feared that the operation of the same would involve considerable delay in payment. (*Appendix* J-8.)

DAMAGE CAUSED BY RIOT AND CIVIL COMMOTION.

The Burma Chamber in March 1920, forwarded to this Chamber a copy of a representation they had addressed to the Government of India on the subject of compensation for damage by riot and civil commotion. Special attention was drawn to Section 15A (1) of the Indian Police Act, V, of 1861, which reads as under :—

"15A. (1) If in any area in regard to which any Proclamation notified under the last preceding Section is in force, death or grievous hurt or loss of, or damage to, property has been caused by or has ensued from the misconduct of the inhabitants of such area or any class or section of them, it shall be lawful for any person, being an inhabitant of such area, who claims to have suffered injury from such misconduct, to make within one month from the date of the injury or such shorter period as may be prescribed, an application for

compensation to the Magistrate of the district or of the sub-division of a district within which such area is situated."

It appeared to the Burma Chamber to be doubtful whether a claim could be preferred under that Section against Government in respect of damage or injury caused previous to the notification of a Proclamation under Section 15 of the Act; but it was clearly only in such cases of riot as were followed by a Proclamation that Government might fix compensation. It was quite conceivable, however, that a riot might occur, continue for some considerable time, cause considerable damage to property, and then subside without any Proclamation being considered necessary by Government, in which case the aggrieved party would have no redress at all, though the aim of all modern Governments, it was contended, was to afford the subject an effective remedy for each and every wrong done to him.

It was added that in the United Kingdom this latter point was taken into full consideration in the Riot Damages Act of 1886, wherein it was provided that persons who have suffered damage to property by reason of a riot or civil disturbance might claim compensation in respect of such damage from the Police Authority of the district in which the disturbance took place; and Section 4 of that Act provided that, if a claim for compensation had been made and the claimant was aggrieved by the refusal or failure of the Police Authority to fix compensation upon such claim, or by the amount of compensation fixed, he might bring an action against the Police Authority to recover compensation in respect of all or any of the matters contained in such claim, and to an amount not exceeding that mentioned therein. In violent contrast with this liberal treatment of the subject Section 15A (5) of the Indian Act provided that "No civil

suit shall be maintainable in respect of any injury for which compensation has been awarded under this Section." The Burma Chamber also emphasized that the Indian Act seemed to preclude relief in cases of damage caused before a Proclamation had been issued, and in all cases where no Proclamation had been issued at all.

For these reasons the Burma Chamber urged that steps should be taken to bring the Indian Act into line with the more equitable English law dealing with the payment of compensation to those who had suffered injury as the result of riot and civil commotion.

The Committee of this Chamber were however of opinion that it was a question primarily of policy as to whether it was advisable to extend the liability to make compensation for damage caused by riots and civil commotion and to make this liability equal to the liability in England. Under the English Act, the compensation was paid out of the Police rate, so that the compensation was paid by every individual liable to contribute to that rate.

Under the Indian Act the local Government had power to exempt a class or section of inhabitants from liability to pay compensation and Europeans had, it was believed, generally been exempted. It was possible, in view of recent events, that any amendment of this Act would be strongly objected to and the omission of the above Section asked for; it therefore appeared to the Committee very doubtful whether Government would undertake such legislation.

The existing position was that Europeans would receive, but would not be called upon to pay, compensation; under an amendment of this Act they might receive in every case

but they might also be called upon to pay. The Committee believed that compensation had been granted for damage incurred during the recent riots at Amritsar, Ahmedabad and Bombay and it might not be easy to find a case where compensation had not been awarded.

In view of the foregoing considerations the Committee informed the Burma Chamber that they did not propose to address Government on the subject. (*Appendix* K-1.)

INDIAN JAILS COMMITTEE.

The Government of Bombay, in January 1920, enquired whether this Chamber desired to place its views, more particularly in regard to the subject of labour for prisoners, before the Indian Jails Committee which was then touring the country.

The Committee, in replying to the Bombay Government, stated that they did not desire to give evidence before the Jails Committee. (*Appendix* K-2.)

PETTY THEFTS IN INDUSTRIAL DISTRICTS.

The Government of Bombay in March 1920, forwarded to the Chamber for an expression of opinion a proposal of the Government of India to undertake special legislation on the lines of Section 54-A of the Calcutta Police Act, 1866 (Bengal Act IV 1866) to meet the prevalence of petty thefts in Industrial Districts. Under the existing legislation the onus of proof lay with the accuser, but under the proposed legislation the accused would have to prove that he came honestly by the articles found in his possession.

The Committee in reply stated that they approved of the proposed legislation. (*Appendix* K-3.)

LEAKAGE IN CONSIGNMENTS OF ARMS AND AMMUNITION.

The Government of Bombay in February 1920, forwarded to this Chamber a copy of a letter that they had received from the Government of India, in connection with a proposal for the adoption of measures to prevent leakage in consignments of arms and ammunition imported into British India from abroad. The Government of India stated that it had been suggested that, in order to secure the object aimed at, all arms and ammunition imported by dealers into British India from abroad should be packed in iron drums of sufficient strength to defy all ordinary attempts to open them and should be shipped in vessels having a lockfast safe.

The Committee, in reply, stated that they were of opinion that the proposal of the Government of India was practicable from the shipowners' point of view. At the same time they pointed out the fact that, while few steamers had a lockfast safe large enough to take large consignments of arms and ammunition, most of the liners had lockfast grills in which valuable packages were shipped, and it was upon the understanding that these latter would afford sufficient protection that the Committee had expressed the foregoing opinion. (*Appendix* K-4.)

EUROPEAN SMALL-POX PATIENTS.

The Committee of the Chamber in June 1920, after a reference to the authorities concerned, addressed the Government of Bombay in connection with the question of the nature of the provision made for the admission into hospital and the subsequent treatment of members of the European community suffering from small-pox.

The Committee stated that they understood from the Surgeon Superintendent of St. George's Hospital that the existing

procedure was regulated by a Government Order, dated 18th July 1918, wherein it was stated that European cases of small-pox, subject to certain eventualities, would no longer be received into St. George's Hospital but that temporary arrangements had been made for their admission into the Arthur Road Hospital.

The Committee asked to be informed as to the nature of the temporary arrangements made at the Arthur Road Hospital and as to the reason why European small-pox patients were refused admission to the St. George's Hospital before permanent arrangements were made for their accommodation at the Arthur Road Hospital or elsewhere.

Further the Committee enquired—

(*a*) whether there was an experienced European Medical Officer in attendance at the Arthur Road Hospital to take charge of any European small-pox cases sent there ;

(*b*) whether there was one or more European nurses at the Arthur Road Hospital whose services were available for European small-pox patients when required ;

(*c*) whether English food and cooking was available.

In reply, the Government of Bombay stated that they had undertaken to bear the entire cost of the construction of a separate infectious diseases ward in the Arthur Road Hospital for Europeans and Anglo-Indians in the City of Bombay, the Municipal Corporation making the site available and bearing the cost of the maintenance of the institution. A sum of Rs. 2,70,460 had been paid to the Municipality for the purpose, on the understanding that that

body would refund the balance if the actual cost of construction fell short of that amount. It was stated that meanwhile temporary arrangements had been made to receive European cases of small-pox in the Arthur Road Hospital, provided there was no epidemic of cholera among Europeans, and provided that cases of sleeping sickness or typhus or yellow fever did not occur in the city. In any of these contingencies European cases of small-pox were again to be treated at the St. George's Hospital.

It was asserted that the reasons why European small-pox patients were not admitted into St. George's Hospital so long as temporary or permanent arrangements could be made elsewhere were:

(1) It was most objectionable that any cases of small-pox should be treated in the immediate vicinity of a large general hospital. The practice originated as a temporary measure to provide for the treatment of such occasional cases as might occur and was intended to continue only until new small-pox wards were built elsewhere.

(2) In Great Britain the Local Government Board required that no isolation hospital for cases of small-pox should be erected (1) on a site where it would have within a quarter of a mile of it, as a centre, either a hospital, whether for infectious diseases or not, or a work-house or any similar establishment or a population of 150 to 200 persons, or (2) on a site where it would have within half a mile of it, as a centre, a population of 500 to 600 persons, whether in institutions or dwelling houses. The small-pox wards at St. George's

Hospital were within 125 yards of the general wards and only 24 yards from Frere Road, a large public thoroughfare. This was considered an unsafe arrangement even with a few cases, and the danger became increased when a large number of these were brought together, concentrating the virus and thereby increasing the probability of the spread of infection.

With regard to the other questions put by the Chamber, Government observed that—

(*a*) There was no European Medical Officer at the Arthur Road Hospital to take charge of European small-pox patients. The Parsi Medical Officer, who was in charge, was fully competent both by experience and training to look after European patients.

(*b*) There were at the moment no European nurses at the Arthur Road Hospital.

(*c*) English food and cooking was provided. Any well-to-do patient could have his food sent in from outside.

In conclusion, Government added that the number of Europeans who were treated at the Arthur Road Hospital was so very small that in the opinion of the Governor in Council it would not be reasonable to require the Corporation to provide a European Medical Officer for this purpose.

The Committee, in reply, stated that while they recognised the force of the objections advanced by Government against the accommodation of European small-pox patients in St. George's Hospital, they were of the opinion that the absence of European nurses from the Arthur Road Hospital was to

be deplored and they considered that an arrangement should be arrived at whereby European nurses could be provided from the St. George's or other large hospitals whenever necessary.

The Committee further considered that English food and cooking, unless prepared under the supervision of an European nurse, might easily prejudice the recovery of an European or Anglo-Indian patient. At the same time they could not regard any arrangement whereby such food could be sent in from outside as in any way satisfactory except in cases where the patient had reached the convalescent stage.

In view of the foregoing, the Committee submitted for the consideration of Government, that, if, as they could well believe, the expense of maintaining an idle staff at the new hospital could not be justified the only satisfactory alternative would be to link the new infectious diseases ward in the Arthur Road Hospital to the St. George's Hospital for all administrative and staff purposes.

In replying to the above letter the Government of Bombay stated that the new European Infectious Hospital would be ready for patients in about six months' time and that the Municipal Commissioner proposed, subject to the approval of the Corporation, to make the following arrangements at the hospital :—

1. A fully-trained European nurse would be placed in charge of the nursing of patients in the European Wards of the Arthur Road Isolation Hospital.
2. Additional European nurses would be engaged at the expense of the Municipality in a temporary capacity when the services of additional nurses were necessary.

3. Wealthy patients would be permitted, if they so desired, to engage special nurses at their own expense.
4. The Medical Superintendent of the Hospital would be responsible for the administration of the European Wards and was always likely to be an Indian.
5. He would himself treat or be directly responsible for the treatment of European patients except in the circumstances mentioned in the following paragraphs.
6. On the lines of an arrangement which already existed at St. George's Hospital it was proposed to nominate a staff of consulting physicians for the treatment of patients in the Arthur Road Hospital who desired to engage their own medical attendants. In this consulting staff European physicians would be included.
7. Provision would be made for the cooking and service of food in the European style.

Government did not consider that the Chamber's proposal to place the administration of the European Infectious Wards under the charge of the St. George's Hospital staff was feasible, as it was most undesirable that a medical officer of a large hospital should visit infectious cases regularly. (*Appendix* L-1.)

TREATMENT OF MEMBERS OF NON-OFFICIAL COMMUNITY IN STATE HOSPITALS IN BOMBAY AND MADRAS.

(*See Report*, 1913, *pp.* 53, 407.)

In April the Chamber received from the Madras Chamber, a copy of a Government of Madras General Order, dated the

2nd February 1920, in regard to the discontinuance of the treatment of well-to-do Non-Officials in State Hospitals in Madras City with effect from the 1st of April 1920 and the Chamber was asked to state whether any similar order had been promulgated in Bombay.

The Committee, after making careful enquiry in the matter both as regards the specific point raised and also asto the general arrangements made for the treatment of Members of the Non-Official Community in St. George's Hospital and Nursing Home, replied to the effect that, owing to the somewhat different nature of the Hospital arrangements in Bombay City, an order of the nature referred to by the Madras Chamber had not been promulgated.

The Committee added that, in their opinion, there did not appear to be any necessity for the adoption of a similar order in Bombay and, in support of their contention, explained that a portion of St. George's Hospital, the principal State Hospital in Bombay City, was already administered separately for the benefit of the class of patients in question and known as the St. George's Nursing Home.

The Committee further stated that no instances had been brought to the notice of the Advisory Committee of the Nursing Home, on which the Chamber had been represented since its institution, of patients who could well afford the Nursing Home charges demanding to be treated in the Rs. 4 or any other Ward and the Committee were consequently of the opinion that the success of the arrangements above described had been sufficient to justify the adoption of a similar system elsewhere.

As the result of further enquiries made at a later date the Committee were informed that, despite the success of the

Nursing Home since its institution, it had not been necessary since the opening of a third room in May to refuse admission to any case for want of accommodation. In the opinion of the Medical authorities concerned the accommodation provided by the Home was sufficient to meet the needs of Europeans and Anglo-Indians in the city and there was every reason to assume that the existing arrangements would continue to be adequate so long as well-to-do persons were able, as at present, to obtain in the Wards of the Hospital. Nursing, food and Medical attendance at an inclusive charge of Rs. 4 per diem or, if a Special Ward was occupied, at Rs. 10 per diem. (*Appendix* I.-2.)

TEA CESS.

On the 29th September 1920, the Board of Industries and Munitions of the Government of India issued a Resolution intimating that in January 1920 the Indian Tea Cess Committee represented to the Government of India that it was desirable to expand the propaganda work in connection with the consumption of tea in India as well as in countries outside India and enquired whether there would be any objection from the point of view of Government to the rate of the cess levied under Section 3 of the Indian Tea Cess Act (IX of 1903), being increased from $\frac{1}{4}$ pie per pound to a maximum of one pie per pound. The Government of India stated that in reply they had informed the Tea Cess Committee that they had no objection to the proposed increase of the cess provided there was practical unanimity in its favour among the tea planters and those engaged in the tea trade, and they asked the Tea Cess Committee to furnish them with the expressed approval of the various interests concerned in the proposal. The Tea

Cess Committee subsequently intimated to Government that the tea producing industry was unanimously in favour of the higher rate of cess.

The Government of India added that before recommending this proposal to His Majesty's Secretary of State they considered it desirable to publish the proposal for criticism in the first instance.

A copy of the above resolution was forwarded to the Chamber by the Board of Industries and Munitions.

After consulting the Bengal Chamber of Commerce in the matter the Committee of this Chamber informed the Government of India that they approved the suggestion to increase the rate of cess levied under Section 3 of the Indian Tea Cess Act (IX of 1903), from ¼ pie per pound to a maximum of one pie per pound. (*Appendix* M-1.)

CONVERSION OF STERLING INVOICE PRICES INTO RUPEES FOR CUSTOMS PURPOSES.

In February 1920, the Collector of Customs, Bombay, informed the Chamber that, under instructions from Government, the Customs Department, for the purpose of conversion of sterling invoice prices into rupees, would follow the rate of conversion which the Post Office was adopting from time to time for issue of Sterling Money Orders and British Postal Orders. At a later date, however, the Collector of Customs intimated that until further orders were received from Government, the Customs Department would follow, for the purpose stated above, the selling rate for demand drafts published daily by the Exchange Banks and that to avoid confusion it had been decided to follow each day the rate quoted on

the previous day. In this connection, the Collector stated that a suggestion had been made that the Customs Department, in adopting the selling rates for demand drafts, should work on the nearest whole penny, *e.g.*, when the selling rates were between 2*s.* 3½*d.* and 2*s.* 4 7/16*d.* the conversion should be on the basis of 2*s.* 4*d.* and that the proposed procedure should apply to all merchandise without any limit as to value.

The Committee were asked to inform the Collector whether they approved of the suggestion.

In reply the Committee stated that, in their opinion, the simplest plan to adopt would be to use the official rate for the retirement of sterling bills issued daily by the Associated Exchange Banks. In this case, the rate fixed for any one day would be the closing rate from the previous one.

In this connection the Committee added that they understood that the rate was seldom altered during any one day and, therefore, they did not see any reason why it should be necessary to adopt the suggestion outlined by the Collector, namely, that the Customs Department should work to the nearest penny. (*Appendix* M-2.)

TARIFF VALUATION OF SUGAR.

(*See Report*, 1911, *pp.* 24, 263; 1913, *pp.* 55, 424; 1915, *pp.* 50, 297; 1919, *pp.* 74, 463.)

In January 1920, the Government of India informed the Chamber that they had agreed to the suggestion of the Director-General of Commercial Intelligence that for the purpose of fixing the tariff valuation of sugar imported into India, Java 23 Dutch Standard and above should be accepted

as the standard grade by reference to which the other grades would receive their values by means of fixed margins as under :—

Beet Crystals.	To be valued at the same rate as Java 23 D. S. and above.
Sugar Crystallised and soft from Mauritius	Re. 1-8 lower
Java D. S. 16-22	Rs. 2-0 ,,
Java D. S. 15 and under	Rs. 2-8 ,,
Japanese and Formosan Crystals ..	Rs. 2-0 higher
China Crystals	Rs. 2-0 ,,
Egyptian Crystals	Re. 1-0 ,,

(*Appendix* M-3.)

TARIFF VALUATIONS.

The Director-General of Commercial Intelligence met a representative Sub-Committee in the rooms of the Chamber on the 17th November 1920 and discussed with them the proposed amendment of the Tariff Schedule.

A copy of the revised schedule will be found in *Appendix* M-4.

FALSE TRADE DESCRIPTIONS.

(See *Report*, 1919, *pp.* 73, 459).

In connection with this Chamber's representation to the Commerce and Industry Department of the Government of India in regard to the question of the importation into India of goods bearing false trade marks or trade descriptions (see Chamber's Report for 1919, pp. 73, 459), the Government

of India in February 1920, issued an addenda and corrigenda to the 3rd edition of the Merchandise Marks Manual making the rules in the above connection more stringent.

The Government of India explained, however, that they had decided not to treat the terms "Whisky" and "Brandy" as privileged local terms so that there would be no objection to the use of these descriptive terms on liquors produced locally or imported from other countries. (*Appendix* M-5.)

DEFINITION OF WHISKY AND BRANDY.

The Burma Chamber in April 1920, asked for the support of this Chamber to a representation that they had made to the Government of India in regard to the decision of that Government not to treat the terms "Whisky" and "Brandy" as privileged local terms so that there would be no objections to the use of these descriptive terms on liquors produced locally or imported from other countries.

The Burma Chamber stated that, so far as they could discern, the immediate effect of this ruling would be to encourage still further dishonesty, only too prevalent in the lower strata of the liquor trade, by openly inviting all and sundry to bottle, say, the doubtful mixture of Java spirit or German potato spirit and label it "No. 1 Liqueur Brandy", "Old Vatted Whisky", and so forth, to be palmed off on an unsuspecting public as opportunity offered.

They concluded that trade of this description could only benefit the unscrupulous bottler at the expense of those who had the misfortune to purchase his concoctions, and it seemed incredible that the Government of India should have lent its powerful aid to the furtherance of the sale of what might often be pernicious chemical mixtures which, nevertheless, found a

ready sale amongst the unwary and poorer classes, not merely because they were cheap, but because they were sold for what they were not, namely, "Whisky" and "Brandy."

Hitherto, true whisky had been regarded as the produce of Scotland and of Ireland ; brandy as the produce of France, and Cognac as the produce of a particular district of France. There was no objection, of course, to the sale of genuine whisky and brandy manufactured in any other countries, or in India, provided it was not fraudulently sold as Scotch or Irish Whisky and French Brandy or Cognac; but there was, the Burma Chamber stated, the strongest possible objection from every point of view, to shady characters being tacitly invited to sell as "Whisky" and "Brandy" a concoction which might bear no true relationship to pure whisky or brandy at all.

The Burma Chamber, therefore, urged that the orders of the Government of India on this important matter be reconsidered in the interests of the public and of clean trade.

In replying to the Burma Chamber the Committee of this Chamber stated that, in their opinion, the decision of the Government of India not to treat the term "Whisky" as applicable only to spirit of that description made in Scotland or Ireland and in the case of "Brandy" only to the manufacture of France did not appear to be an unreasonable decision.

The Committee felt there was at the moment sufficient protection to the public under the Indian Merchandise Marks Act. For example, whisky labelled "Scotch Whisky" was treated as a declaration that it is the produce of Scotland and the importation of whisky labelled "Scotch Whisky" with a counter indication that it was "Made in Japan" or "Made in Germany" was prohibited as contravening the provisions of the Indian Merchandise Marks Act.

Under the circumstances, the Committee informed the Burma Chamber that they regretted they were unable to support their representation on this subject to the Government of India. (*Appendix* M-6.)

CUSTOMS DUTY ON COTTON EXPORTED FROM THE NIZAM'S DOMINIONS.

It was brought to the notice of the Chamber in January 1920, that a Firman had been issued by the Customs Authorities in the Nizam's State authorising the levy of double the usual Customs Duty, the operation of the increased duty being retrospective. As the matter affected all Bombay Cotton Merchants buying in the Nizam's Dominions, the Committee addressed the Cotton Contracts Board and enquired whether that body had taken or were about to take any action in the matter.

The Cotton Contracts Board forwarded to the Chamber a copy of a letter they had addressed to the Hyderabad Government on the subject, in which they requested that the duty might be levied at the old rate on cotton bought before the publication of the Firman. The Board at the same time asked for the support of the Government of Bombay in the matter.

The Committee of the Chamber in addressing the Bombay Government on the subject supported the representation made by the Cotton Contracts Board.

In acknowledging receipt of the above communication the Government of Bombay forwarded to the Chamber a copy of a letter they had received from the Resident, Hyderabad, intimating that the Hyderabad Government had decided to grant a rebate on all purchases of cotton made in the

Hyderabad State before the 12th December 1919 provided the exporting parties produced documentary evidence before the Inspector-General of Customs of the Hydorabad Government and satisfied him that the cotton intended to be exported was purchased before the recent enhancement of the export duty.

It was added that the Sadr-ul-Maham had also stated that all applications for the grant of rebate should be submitted within two months from the date of the publication of his letter in the Hyderabad State Jarida (Gazette), to the Inspector-General of Customs whose decision in the matter would be final.

A member, however, later drew the attention of the Committee to the fact that many claims for rebate in connection with the enhancement of Customs Duty on cotton exported from the Nizam's Territory had been refused upon the ground that the purchases to which they related were not made against actual sales.

As this decision of H. E. H. the Nizam's Government nullified the effect of the concessions previously notified, the Committee again addressed the Cotton Contracts Board in the matter and enquired as to what action they had taken or intended to take in the interests of the trade generally.

The Cotton Contracts Board subsequently addressed the Bombay Government on the subject and asked that a representation might be made to the Government of His Exalted Highness the Nizam for a grant of the refund of duty in all cases in which it was proved that the cotton was bought by exporters in Hyderabad before the imposition of the excess duty was announced.

The Committee of the Chamber also addressed the Bombay Government supporting the representation of the Cotton Contracts Board.

The Government of Bombay, in reply, stated that the Hon. the Resident at Hyderabad had been requested to address His Exalted Highness the Nizam's Government again in the matter with a view to the removal of the restrictions complained of. (*Appendix* **M-7.**)

ADMINISTRATION OF RAILWAYS IN INDIA.

On the 9th October 1920, the Railway Department of the Government of India issued the following Resolution, a copy of which was sent to the Chamber for an expression of opinion thereon :—

" In conformity with the announcements made in the Indian Legislative Council on the 25th February, and 2nd September 1920, a Committee will shortly be appointed to consider, and advise Government on certain matters connected with the administration of railways in India.

2. An announcement will be made in due course of the constitution and place of assembly of the Committee. In the meantime, to enable interested parties to formulate their views, it is considered desirable to publish for general information the Terms of Reference which have been framed in consultation with the Secretary of State for India ; they are as follows :—

Terms of Reference.

(1) To consider, as regards railways owned by the State, the relative advantages, financial and

administrative, in the special circumstances of India, of the following methods of management:—

(*a*) direct State management ;

(*b*) management through Company domiciled in England and with a Board sitting in London ;

(*c*) management through Company domiciled in India and with a Board sitting in India ;

(*d*) management through a combination of (*b*) and (*c*) ;

and advise as to the policy to be adopted as and when the existing contracts with the several Railway Companies can be determined. (In considering the question of the East Indian Railway, the Committee will take note of the decision to remove the management of that railway to India, which was arrived at when the contract with the present Company was extended on the amended terms in 1919.)

(2) To examine the functions, status and constitution of the Railway Board, and the system of control exercised by the Government of India over the Railway Administration, and to recommend such modifications, if any, as are necessary for the adequate disposal of the Railway business of the Government.

(3) To consider arrangements for the financing of railways in India and in particular the feasibility of the greater utilization of private enterprise and capital in the construction of new lines.

(4) To report whether the present system of control by Government of rates and fares and the machinery

for deciding disputes between railways and traders are satisfactory, and if not, to advise what modifications are desirable.

(5) To make recommendations that may seem germane to the enquiry.

3. Pending the further announcement referred to in paragraph 2 of this Resolution, and the institution of enquiries by the Committee itself, any expression of opinion which it may be desired to offer upon the subject-matter of the Committee's investigation may be addressed to the Secretary, Railway Committee, care of the Railway Board. Simla, for communication in due course to the Committee."

The Committee of the Chamber in the first instance appointed a Sub-Committee to consider and report on the whole question and subsequently addressed the Indian Railway Committee in terms of the Sub-Committee's report.

In their reply the Committee dealt with each specific term of reference in the order in which it appeared in the Railway Board's Resolution referred to above.

"(1) To consider, as regards railways owned by the State, the relative advantages, financial and administrative, in the special circumstances of India, of the following methods of management :—

(*a*) direct State management;

(*b*) management through Company domiciled in England and with a Board sitting in London;

(*c*) management through Company domiciled in India and with a Board sitting in India;

(*d*) management through a combination of (*b*) and (*c*); and advise as to the policy to be adopted as and when the existing contracts with the several Railway Companies can be determined."

The Committee regarded the question of direct State management as a separate subject, as, in their opinion, the other methods of management permitted of joint consideration. In that connection they were of opinion that, from the standpoint of administration, State management could not be regarded as advantageous as it tended to remove the element of competition so necessary, from the public point of view, to the development of railways and introduced what might best be described as the political element into the administrations concerned. Under such management the Committee felt that decisions affecting important questions of staff management, such as appointments and promotion, were liable to be influenced, in the first case, by extraneous political considerations and, in the second, by the seniority of the individuals rather than their efficiency.

The Committee also considered the relative advantages of the two methods from the financial point of view, but they could observe no undue advantage on either side.

The Committee, for the reasons above indicated, favoured the adoption of the principle of Company rather than State management in the case of all Railway administrations in India, with the exception of any railway serving a strategical frontier such as the North Western Railway.

With regard to the question of the location of the Board of Directors in the case of Company-managed railways and the

alternatives suggested in Sections (*b*), (*c*) and (*d*), the Committee were of opinion that a combination of (*b*) and (*c*) was to be preferred.

The exact manner in which the two methods should be combined was the subject of considerable discussion and the Committee finally recommended the adoption of the following scheme :—

(1) The retention of a Board in London of the same strength as at present.

(2) The institution in India of an Executive Board or Committee.

(3) The powers to be delegated to the Indian Board might be generally described as those relating to questions of local policy—other than those connected with new construction—and administration.

(4) The personnel of the Indian Board to consist of the Agent, one of the Directors of the Home Board and a suitable representation of the community of the place in which the Board was located.

The Committee were of opinion that the value of such a Board in India as above described would be particularly apparent in the settlement of labour disputes, the recurrence of which for some time to come was to be feared. They attached, also, considerable importance to the Directors of the Home Board serving on the Indian Board in rotation, partly because of the difficulty likely to be experienced otherwise in finding suitable members locally but more especially for the reason that there would always be a member on the Home Board whose experience of Indian conditions was of

reasonably recent date. In this way the principal argument against a Board located at Home, namely, that it was out of touch with Indian conditions, would lose a great deal of its force.

"(2) To examine the functions, status and constitution of the Railway Board, and the system of control exercised by the Government of India over the Railway Administration, and to recommend such modifications, if any, as are necessary for the adequate disposal of the Railway business of the Government."

With the object of establishing a control which would ensure a more confident and enterprising policy of railway expansion, an improvement in administrative methods and a rapid disposal of business, the Committee considered that it was essential that the Railway Board should be endued with fuller authority to manage railways on commercial principles and that it should be freed from all unnecessary restrictions, especially in regard to railway finance.

In the opinion of the Committee, therefore, the first step necessary was to give the Railway Board complete control, under the Government of India, of the arrangements for financing railways, both as regards Capital and Revenue. The Committee realised that such a step would entail the removal of all control by the Finance Department of the Government of India of the Railway Budget but as the result would be the utilisation of surplus railway earnings for railway development to a greater extent and in a more enlightened manner, than hitherto, they were definitely in favour of the change.

On the assumption that the Railway Board would be granted complete financial control, as envisaged above, and with a view to the recognition of the paramount importance of railways in the development of India, the Committee considered that the President of the Railway Board, as head of the Railways, should have an extensive knowledge of railway policy and practice and that he should be a Member of the Viceroy's Executive Council. They considered further that the President should be supported by a Board composed of men selected for their technical capabilities and representing the various branches of Railway Administration and that, if necessary, the number of members of the Board should be increased to allow of such representation.

"(3) To consider arrangements for the financing of railways in India and, in particular, the feasibility of the greater utilisation of private enterprise and capital in the construction of new lines."

Before proceeding to consider the various specific means by which the capital required for railway development might be raised, the Committee stated, as their unanimous and considered opinion, that, in view of the serious deterioration experienced on Indian Railways on account of the War and the urgent need for improved facilities and new construction, no source from which such capital might be raised should be neglected.

Subject to the conditions noted below, the Committee recommended the adoption of the following methods of raising the capital required for financing railways in this country, in addition to the utilisation of surplus earnings for railway purposes:—

1. By the State— by Government Loans;

2. By the Railway Companies—by (*a*) the issue of Sterling Capital in London;
„ (*b*) the issue of Rupee Capital in India;
3. By private enterprise.

As a condition precedent to the adoption of the foregoing methods of borrowing, the Committee strongly urged that a programme of the requirements of railways for a period of not less than 5 years be drawn up.

Secondly, with regard to 1, the Committee were strongly of opinion that, in the event of Government raising the money themselves as a part of their general borrowings, the proportion to be raised for railway purposes should be fixed beforehand and credited to the railway account and held available to be drawn upon as required under the programme. The sole authority for the disposal of such money would then be the Railway Board as reconstituted in accordance with the Committee's previous recommendations.

With regard to 2, the Committee pointed out that, if permission was granted to railway companies to raise Sterling Capital in London, such a contingency would be a point in favour of the retention of the London Boards.

In connection with 3, the Committee were of opinion that the utilisation of private enterprise and capital for the construction of new lines should be encouraged and that, to this end, the terms granted to promoters should be revised in accordance with the altered conditions of the present value of money.

"(4) To report whether the present system of control by Government of rates and fares and the machinery for deciding disputes between railways and

traders are satisfactory, and, if not, to advise what modification are desirable."

The Committee considered that the existing control by Government over rates, involving as it did the fixing of maximum passenger fares and the classification of the various items of goods traffic, together with the maxima and minima to be charged for those classes, was adequate and they were unable to suggest any modifications in respect thereto.

The Committee were also of opinion that the existing machinery for deciding disputes between railways and traders was satisfactory and they felt that, if the Railway Board were given more power of control, it would only result in the Board having to deal with a number of appeals, the majority of which, it would be found on investigation, ought not to have been referred to that body. Such a procedure would not only hamper their administration but would also increase the expenses of their office. In arriving at the above decision the Committee took into consideration the fact that, in ordinary cases, the Courts of Law were open to the claimants when the latter felt they were not able to obtain satisfaction from the railway and that recourse to the Commission for which provision was made in Chapter V of the Railway Act was only necessary in such cases, comparatively few in number, as could not be disposed of in the Courts of Law.

"(5) To make recommendations that may seem germane to the enquiry."

The Committee were of opinion that the whole ground of the enquiry was covered by their recommendations in regard to the preceding terms of reference and they did not therefore make any further suggestions under the above head.

Mr. H. P. W. Macnaghten, at the request of the Committee, gave oral evidence on behalf of the Chamber before the Indian Railway Committee when the latter visited Bombay on the 1st of February 1921. (*Appendix* N-1.)

RAILWAY FINANCE.

At the Conference of the Indian and Ceylon Chambers of Commerce held on the 9th January 1920 the following Resolution was adopted :—

" That Government be urged to consider—

(*a*) whether the pre-war method of financing renewals on railways will be adequate to make good within a reasonable time the heavy wear and tear of railway equipment during the war ; and

(*b*) if not, whether it would not be possible to devise means to provide funds, as a temporary measure, outside the budget, to enable these renewals to be carried out as quickly as new equipments can be obtained, the actual debit to railway revenue being spread over a period of years."

In passing the resolution on to the Government of India, the Associated Chambers of Commerce of India and Ceylon pressed the matter upon the attention of Government and urged that consideration might be given to it.

A resolution on the same subject was also adopted at the Annual Meeting of the Associated Chambers held on the 24th and 25th January 1921; *Vide* p. 13. (*Appendix* N-2.

CONSTRUCTION OF RAILWAYS BY PRIVATE ENTERPRISE.

In forwarding to the Government of India a copy of the following Resolution on this subject which was adopted by the Conference of the Indian and Ceylon Chambers of

Commerce held in Calcutta on the 8th and 9th January 1920, the Associated Chambers of Commerce expressed a hope that the request defined in the resolution might be favourably considered by the Government of India and, if possible, complied with :—

> "That it is desirable to give every facility for the construction of railways by private enterprise, in respect of which this Conference notes with satisfaction the views of Government as expressed by His Excellency the Viceroy in his opening address to this Conference, and that the Government be asked to declare the terms on which they are willing to grant concessions for this purpose."

In reply, the Government of India stated that the most pressing railway need at the moment was the proper equipment of the existing lines and moreover the energetic pushing forward of new construction was still interfered with by the difficulty of procuring materials.

The Government of India, continuing, said that the revised terms applicable to private enterprise were under consideration but pending a decision in the matter the Railway Board were dealing with specially urgent cases as they arose.

In this connection it might be of interest to note the replies given to the following questions put by the Hon'ble Mr. W. E. Crum in the Indian Legislative Council in March 1920 :—

> (*a*) Are Government aware that Indian commercial opinion is unanimous in favour of construction of railways by private enterprise and claims that immediate opportunity should be given to private enterprise for the construction of railways upon which Government are not willing or able to embark forthwith ?

(*b*) Is it a fact that His Excellency the Viceroy made a pronouncement to the Conference of Chambers of Commerce in Calcutta to the effect that it will probably be impossible for some time to come for India to build the railways she requires out of Budget allotments or the proceeds of direct borrowing ?

(*c*) Is it a fact that the Railway Board are not in favour of construction of Railways by private enterprise ?

(*d*) If the answer to part (*c*) is in the affirmative, will Government state the reason for the views of the Railway Board and what alternative they propose ?

(*e*) If the answer to part (*c*) is in the negative, will Government state on what terms they are willing to grant concessions for the purpose of encouraging construction of railways by private enterprise ?

(*f*) If no policy regarding the future is yet settled, do Government propose to consult public opinion through the usual channels before any proposals are put forward to the Secretary of State ?

REPLY BY THE HON'BLE SIR ARTHUR ANDERSON TO THE ABOVE.

(*a*) Government have no particular information which would lead them to suppose that there is any exceptional demand at present of the nature referred to on the part of the Indian commercial community though they have in the ordinary course received applications for concessions from firms interested

in the promotion of several projects. Apart from any other consideration, the commercial community must be fully aware that, owing to shortage of materials and the high price of money, the present is an unfavourable time for starting new construction. The principal demand of the commercial community at present appears to be for facilities to relieve the congestion of existing lines which, as explained by me in the statement I made in Council on 10th instant (10-3-20), is considered by Government as a matter of the first importance.

The reply is in the affirmative.

(*c*) I am not quite sure that I understand what the Hon'ble Member intends to convey by the term private enterprise, but if he means the financing and construction of railways by means of capital raised for the purpose by public subscription in India, as distinguished from capital supplied by Government from its own resources, the reply to his question is certainly in the negative.

(*d*) In view of the answer just given this does not arise.

(*e*) The arrangements necessary to meet the altered conditions now obtaining and the terms of assistance to be granted are still under consideration and require the approval of the Secretary of State. No announcement can therefore be made.

(*f*) In view of what has been said above and as no departure from the principle of directly associating private enterprise in the work of railway construction is contemplated, Government see no

reason to believe that any public purpose would be served by the suggestion of the Hon'ble Member. (*Appendix* N-3.)

RAILWAY TRAFFIC COMMITTEE.

(*See Report*, 1919, *pp.* 90, 577.)

The Chamber was informed early in June 1920 that the Traffic Committee of the Indian Railway Conference Association would meet in Bangalore on the 28th of that month and was requested to inform the Traffic Committee of any subjects which the Chamber might wish to be considered.

After consulting members the Committee of the Chamber submitted the following subjects for consideration :—

(*a*) The urgent necessity for the formulation, and subsequent application, of a suitable scheme whereby the expeditious handling of wagons, and the free booking of goods, to and from Bombay and the various up-country centres might be facilitated.

(*b*) The lack of supervision exercised by the majority of railway administrations over clerks who were responsible for the booking of goods traffic and also those in charge of the arrangements for affording intending passengers accommodation on suitable trains. In the latter connection, and at least so far as mail trains were concerned, it was suggested that the booking should be duly posted in a conspicuous place in order that intending passengers might see for themselves what accommodation was available.

(*c*) The advisability of expediting the settlement of claims, etc.

(*d*) The question whether, in view of the fact that the mere maintenance of a priority register for large consignments had been found, in practice, to be no security for fair treatment to merchants, the advisability of adopting a uniform system of serial booking of goods traffic should not be further considered.

(*e*) The question whether, in view of the frequent closure of booking on the various lines, it might not be possible for the railway administrations to circularise the various firms concerned and inform them of such closures in each instance. The adoption of such a procedure would, it was submitted, save not only considerable inconvenience and expense, but would also prevent undue damage being done in the handling of the consignments. In this connection, it was further suggested that, if booking were closed merely on account of the congestion of materials in the goods yard, the firms should be advised to that effect and, at the same time, given some indication as to when their consignments should be presented for booking.

The following replies were received from the Indian Railway Conference Association to the specific points raised by the Committee as detailed above:—

(*a*) This was a matter which did not come within the functions of the Traffic Committee and a reference to the General Traffic Managers, Great Indian Peninsula and Bombay, Baroda and Central India Railways was suggested.

(*b*) This also was outside the scope of the Committee but it was admitted by the representatives of

the railways present that there was room for improvement in these matters and steps would be taken to effect such improvement where possible.

(*c*) Railways in India in common with railways all over the world as a result of the rise in prices and cost of living were suffering from a large increase in the number of thefts from running trains and from stations and yards with a corresponding increase in claims. In addition claims were being made for damage and deficiencies which in pre-war days were so small as to be ignored by traders. All this had resulted in traffic officers being overburdened with correspondence with subsequent delay in the settlement of claims. This matter had received and was receiving the constant attention of Traffic Managers.

(*d*) This question was one which was fraught with difficulties and had received the constant attention of all railways for years past. It did not appear feasible to formulate any general scheme which would be acceptable to the entire trading community and suit the varying conditions existing on different railways.

(*e*) The Committee recognized the inconvenience to traders arising from the frequent restrictions which conditions had necessitated in recent years. The rapid change in these conditions made it difficult to give the notice desired, but the latest information could always be obtained from the despatching station or the administration. (*Appendix* N-4.)

POOLING OF ROLLING STOCK BY RAILWAYS.

The Indian Railway Conference Association in September 1920, enquired whether in the opinion of the Chamber the system of pooling of goods rolling stock by broad-gauge railways in India had been beneficial to the trade of the country as a whole. It appeared that under this system of working, which was introduced at the beginning of this year, wagons of any railway received at a station could be loaded indiscriminately to any other broad-gauge station in India irrespective of the ownership of the wagon. Under the old rules for the interchange of rolling stock, wagons, after being unloaded, were required to be returned promptly to the owning line, either loaded or empty, some slight diversion being permitted to secure a load to or in the direction of the owning line.

The existing system was introduced with the object of obtaining the best possible use of the rolling stock available and the assistance of the Chamber was desired in ascertaining to what extent this object had been attained and whether the system should be continued or modified.

In reply, the Committee stated that the system in force conduced to the more expeditious handling and despatch of goods and was, therefore, to the general advantage of trade. The Committee considered that upon general grounds the success of the system justified its continuance. (*Appendix* N-5.)

MALPRACTICES ON INDIAN RAILWAYS.

The question of malpractices on Indian Railways particularly in connection with the allotment of wagons and the increase during recent years of pilferage amongst goods under consignment came under the consideration of the Committee

and a Sub-Committee of the Chamber during the year under review. In this connection the following Resolutions were drawn up by the Sub-Committee and approved by the General Committee :—

Resolution 1.—That the Sub-Committee are of opinion that the system of serial loading which has been in force on the Great Indian Peninsula Railway for some years past has proved successful in meeting, to a large extent, the complaints of merchants in respect of the differentiation in the allotment of wagons by local Station Masters. The Sub-Committee accordingly recommend that a similar system, subject to any alterations that may be necessary to meet special local conditions, be adopted, if possible, by all Railway Administrations throughout India.

Resolution 2.—That a copy of the foregoing Resolution be sent to the Associated Chambers of Commerce of India and Ceylon for circulation amongst members of the Association and that the members be asked to state the extent to which, in their opinion, local conditions prevailing in the areas they represent will permit of its adoption.

Resolution 3.—That, although the Sub-Committee under stand that great care is taken by the railway administrations of such consignments, they are of opinion that the practice, so largely followed by merchants during recent years, of despatching consignments at owner's risk, is, under present conditions, in the best interests of neither the railways concerned, nor the consignors, and should be curtailed so far as possible.

In passing on copies of the above resolution to the Associated Chambers of Commerce of India and Ceylon the Committee requested the Associated Chambers to communicate

them to the members of the Association for an expression of opinion as to the practicability or otherwise of the measures proposed. (*Appendix* N-6.)

DELAYS ON INDIAN RAILWAYS.

The Associated Chambers of Commerce of India and Ceylon, in August 1920, forwarded to this Chamber for an expression of opinion, a copy of a letter they had received from the Upper India Chamber of Commerce in connection with the question of the excessive delays in the transit of goods and of parcels consigned to and from Cawnpore. The Upper India Chamber stated that the chief causes of delays were (1) loss of wagon labels, (2) breakdown of locomotives and rolling stock, and (3) neglect of duty and inefficiency of the administrative and subordinate staffs. The remedies suggested by the Upper India Chamber of Commerce were (1) standard and efficient label brackets and standard-sized labels on all lines in India ; (2) standardising of broad and narrow gauge stock and liberal allotment for new engines and for renewal of worn parts ; (3) increase in pay and prospects of senior as well as subordinate staff as a preliminary to demanding from them that improvement in their methods and their work which was essential. The Upper India Chamber also suggested that consideration should be given to the question of the substitution for the existing heavy, slow goods trains, common to all railways, of a system of lighter trains running faster and largely increased in number.

The Committee of this Chamber informed the Associated Chambers of Commerce that they were in general agreement with the views expressed by the Upper India Chamber of Commerce. (*Appendix* N-7.)

RAILWAY FREIGHT RATE ON COAL.

The Railway Department of the Government of India, at the end of November 1920, informed the Chamber that owing to the continued increase in the cost of working consequent on further rises in wages and prices of materials, railways had again been forced to consider the question of rates charged for the carriage of coal, the existing rates being unremunerative and in some instances involving actual loss. The Government of India stated that after careful consideration they had approved of the introduction of the following revised scale for the carriage of coal with effect from 1st April 1921 :—

Miles.	Per maund per mile. Pie.
1—200	0·15
plus for 201-300	0·13
plus for 301-700	0·07
plus for 701 and beyond ..	0·06

The Committee in reply stated that they had no objections to raise in regard to the proposed increase. (*Appendix* N-8.)

COAL SUPPLY.

On the 28th May 1920, the Committee of the Chamber received the following telegram from the Railway Board, Simla :—

" Owing to continued pressure on capacity of Indian railways, Railway Board are compelled to urge that all coal for bunkering purposes shall in future be carried to Indian Ports other than Calcutta by sea and not by rail. This is merely a reversion to the practice in existence before the war when coal for bunkering purposes was usually carried by

sea. As quantity of coal that Kidderpore Docks can deal with is limited, it will be necessary to curtail amount to be exported to foreign ports and it is proposed to prohibit such export, except under license. It is considered that in addition to bunker coal which, in accordance with above, should now be routed *via* Kidderpore Docks and to Loco coal for Rangoon, Madras and Colombo there will only be room for 100 wagons a day for export coal to foreign ports and licenses will be given for this amount only for the present. In order to avoid loss and demurrage to steamers, it is suggested that exporters under license should pool their coal and only have one steamer under load at a time. This procedure will have effect from 15th June and remain in force for 6 months and, unless at expiry of this period it is considered necessary to prolong this control, the pre-war procedure for allotment of wagons will then be introduced. Please wire early your remarks on above proposals."

The Committee, in reply, despatched the following telegram to the Railway Board :—

"Your telegram 27th May, Bombay Chamber welcomes and supports Railways proposal that all coal for bunkering purposes shall, in future, be carried to Indian ports other than Calcutta by sea and not by rail. Considers it paramount importance to trade of India that produce should be transported freely over Railways. When adopting proposal, however, Chamber considers sufficient notice should be given to various interests concerned in order that they may endeavour to secure tonnage which may be difficult to obtain. Presume coal for Government requirements, Bombay, Karachi will also be transferred to sea route. Question export coal is chiefly matter for discussion Bengal Chamber."

In confirming the above telegram, the Committee drew particular attention to the opinion expressed by them in regard to the desirability of giving sufficient notice to the various interests concerned, and added that, although the Committee stated in their telegram that such notice was necessary in view of the difficulty experienced at the present time in obtaining tonnage, they suggested to the Railway Board the advisability of representing to the Calcutta Port Commissioners the necessity for an early improvement in the facilities provided at the Kidderpore Docks for the reception and handling of coal. At the moment, the Committee understood from the telegram from the Railway Board, considerable difficulty was experienced in coping with the traffic offering under the arrangement in force, and, in their opinion, no permanent relief in that direction could be effected until such time as the existing facilities in the Docks in question were considerably increased and improved."

On the 9th of July 1920, the Government of India issued a Press Communiqué intimating that it had been decided, temporarily, to prohibit the export of coal from India except under license with effect from the 24th July, and that a notification under Section 3 of the Import and Export of Goods Act II of 1916, giving effect to this decision, would be published on that day in order to give time to those concerned at the ports of Bombay, Karachi and Madras to make arrangements to obtain bunkering coal for those ports by sea. It was stated that they would continue to receive preferential treatment in the matter of wagons for the conveyance of bunker coal by the all rail route up to the end of August. From the beginning of September no preference would be given on the railways for bunker coal required for Indian ports except from the coal fields to the Kidderpore Docks

It was pointed out that the export prohibitions applied to all Indian ports, and that licenses would be needed for bunker coal required by steamers sailing from Indian ports, and that the Collector of Customs at each port was the officer to whom application should be made. Generally speaking, no coal would be released for export from any port other than Calcutta except coal required by steamers for actual use on the voyage.

The Committee of the Chamber in addressing the Railway Board in the matter stated that in expressing their approval of the proposal when first mooted, that all coal for bunkering purposes should, in future, be carried to Indian ports other than Calcutta, by the sea route instead of by rail, they did so in the belief that it was the intention of Government eventually to prohibit the transport by rail, except between the coal fields and the Kidderpore Docks, of all coal required for bunkering purposes.

The Committee observed, however, from the Press Communiqué above referred to that Government proposed, on and after the beginning of September, merely to withdraw the concession by means of which preferential treatment in the matter of wagons for the conveyance of bunker coal was granted, and not entirely to prohibit the transport of such coal by rail. While the Committee appreciated the difficulties attendant upon the adoption of the policy of total prohibition they were of opinion that the measures proposed would not accomplish the end in view having regard to the existing great difference in the market price in Bombay and other ports of rail-borne and sea-borne coal respectively and the malpractices to which any system that admitted of such a margin lent itself.

The Committee added that if, however, Government could not see their way to adopt the policy of absolute prohibition urged above, they were of opinion that the measures outlined in the Communiqué could still be made to create the effect intended if the Collectors of Customs at each port were authorised only to grant bunkering licenses in respect of such coal as they were satisfied had arrived in the port by the sea route. The Committee presumed that it was the intention of Government to issue instructions upon these lines, but they asked for a definite announcement to that effect, in the absence of which, they submitted, the scheme proposed in the Communiqué could not be said in any way to carry out the intention of the proposal originally submitted to them.

The Government of India in reply stated that they recognised the importance of the question raised by the Chamber and later submitted a statement showing the arrangements that were being made for the prevention of rail-borne coal being used for bunkering purposes.

In November 1920, the Committee's attention was drawn to an extremely undesirable feature of the existing coal transport system, namely, the apparent facility with which the collieries were able to sell their coal, loaded into wagons, to the highest bidder at pit's mouth regardless of the extent to which they were behindhand with supplies under their contracts with mill agents and industrial concerns generally.

In addressing the Department of Commerce of the Government of India in the matter, the Committee stated that they were strongly of opinion that the particular feature of the situation above mentioned, which they understood was becoming more and more pronounced and was entirely responsible for the then prevailing unreasonably high prices for

coal in Bombay, was not only an undesirable one, but one that was wrong according to every standard of commercial morality.

In view of the conflicting rumours regarding the manner in which the supply of wagons for coal for the textile industry and industrial concerns upon this side of India was being regulated, *i.e.*, whether the X class supply was still being granted upon the recommendation of the local Coal Certifying Authority or whether the textile industry, in particular, was dependent upon wagons obtained under public supply, the Committee asked for a definite explanation of the system in force and the reason which led to its adoption.

As a matter of urgent and primary importance, however, the Committee asked to be informed whether Government were able in any way to prevent collieries putting up their raisings to tender and disposing of the same, loaded in trucks, to the highest bidder when they were behindhand, upon their own admission, with their contracts. The Committee understood that the Coal Transportation Officer had modified powers in this respect, but in view of the widespread extent of the evil, they enquired whether Government were in a position to contend with the evil.

Beyond a formal acknowledgment of the letter and a statement to the effect that the matter was receiving attention, no reply was received from the Government of India. (*Appendix* N-9.)

PRIORITY ALLOTMENT OF WAGONS FOR COAL.

The Railway Board in April 1920, forwarded to the Chamber for an expression of opinion a copy of a letter they had received from the Indian Mining Federation, Calcutta, in which

the latter urged that it was essential that the allotment of wagons for coal should be placed in the hands of a Committee consisting of the Coal Manager, East India Railway, the Coal Manager, Bengal-Nagpur Railway, and two representatives of the Coal Industry, one of the Indian Mining Association and one of the Indian Mining Federation for the purpose of executing the rules of allotment of wagons for coal from 1st April 1920.

The Committee of the Chamber in reply stated that they were of opinion that the proposals of the Federation might be given a trial and, if it were decided to do so, they would be interested to know if the new scheme were working satisfactorily. (*Appendix* **N-10.**)

FIRES IN RAILWAY STATION YARDS.

The Bombay Fire Insurance Association in March 1920, forwarded to the Chamber a copy of a letter they had addressed to the G. I. P., B. B. & C. I. and Madras and Southern Mahratta Railways on the subject of fires in railway station yards in Bombay and the Moffussil and asked for the assistance of the Chamber in their endeavours to get the Railway Companies to improve matters. The Fire Insurance Association in their letters to the railways stated that they had been informed that extremely heavy stocks of cotton bales and cotton seed lay on railway premises owing to a good cotton crop this year, and that the limited space in most cases had led to very considerable congestion, and cotton had necessarily been placed in closer proximity to the railway line than had been the practice hitherto. It had been suggested that in many cases the fires had originated through engine drivers causing the emission of numerous sparks when starting

or shunting on station premises, and the Fire Insurance Association requested that instructions might be issued, with the least possible delay, to all engine drivers to take the utmost precaution to prevent sparks when starting or shunting engines on railway premises containing such inflammable property. It had also been pointed out that in many cases storage space was available in proximity to railway yards, and that the railway companies might arrange to accept less cotton for storage in railway yards where such other space was available. This would enable railway companies to arrange for spaces being left between the different lots stored in their yards and so to a certain extent minimise the risk of fires spreading.

The matter received the careful consideration of the Committee of the Chamber, who, however, being of opinion that a sufficiently strong case in favour of the proposed measures had not been made out, informed the Bombay Fire Insurance Association that they could not see their way to support the representation. The Committee were subsequently informed by the Bombay Fire Insurance Association that the Railway authorities in each case had issued instructions to their drivers to exercise care in curtailing the emission of sparks at stations where cotton was stacked in the yards. (*Appendix* **N-11.**)

CONGESTION IN UP-COUNTRY STATION YARDS.

The General Traffic Manager of the G. I. P. Railway in April 1920, drew the attention of the Committee to the state of things existing at many up-country stations, especially in the cotton districts, when receipt of traffic by the Railway

was restricted, and suggested that the Chamber should consider the position and endeavour to arrive at some arrangement likely to improve matters and avoid the scramble and expenditure that usually occurred when the railway gates were opened for traffic.

It was pointed out that when the receipts were in excess of what could be despatched, restrictions had to be placed on what could be received in the station premises. When he was in a position to receive, the Station Master gave notice of the number of bales or bags he would receive. When that number had passed the railway gates, the latter were closed.

Under existing arrangements when the railway was receiving traffic, there was a rush on the part of senders to get their goods into the station yard before the limit laid down by the Station Master was reached. The prices of carts went up by leaps and bounds. The approaches to the station became congested and in the absence often of police control, there was a regular scramble to get into the station yard. These conditions were, it was stated, far from satisfactory and were involving the trade in much expenditure that might be avoided.

The General Traffic Manager added that it seemed to him that the arrangements might be improved if merchants at the forwarding station would either form a Committee amongst themselves to allot to each merchant the number of bales or bags that he should bring into the station yard when such could be received, or that the merchants should agree to apportion such a number between themselves. It might be necessary to revise such allotments periodically.

The Committee were requested to give the matter their consideration.

In reply the Committee stated that, while they appreciated fully the difficulties with which the railway administrations were faced in this connection, they were of the opinion that the only remedy for the existing state of affairs was to be found in the adoption of a system whereby no goods were allowed into the railway yards without a permit for the same having been obtained previously.

The Committee considered, however, that the manner in which such a system should be worked was a matter which might well receive the consideration of the railway administration concerned, and in this connection they suggested that the various District Traffic Superintendents might be requested to draw up a joint memorandum upon the subject for the consideration of the General Traffic Manager.

The Committee added that they were further of the opinion that an enquiry as to whether all the station yards were sufficiently large, might also be initiated at this stage by the officers in question.

In replying to the above, the General Traffic Manager stated that under the Railway Act the railways were not permitted to give preference and the permits suggested by the Chamber, therefore, could only be given if the merchants were prepared to agree together as to what permits were to be given to each of them, with regard to the serial order in which they were to be given and the quantity of goods to be brought in by each one. It was added that the station compounds were extensive and no question arose as to the capacity of the yards for receiving goods. (*Appendix* N-12.)

DESPATCH OF MANGANESE ORE FROM UP-COUNTRY STATIONS.

The Committee on the 16th June 1920, forwarded the following telegram to the Secretary, Railway Board, Simla :—

> "Committee, Bombay Chamber, desire represent to Railway Board serious position created through failure of railways to provide wagons for despatch manganese ore from up-country to Bombay over considerable period. Entire absence of supplies having serious adverse effect upon export trade of the country. Request Railway Board urge railways concerned afford all possible facilities for allotment of wagons for above purpose."

In confirming the above telegram, the Committee stated that, while they appreciated fully the difficulties experienced by the Railway Companies in regard to the allotment of the inadequate number of wagons at their disposal in such a manner as to meet the many and varied claims for priority treatment submitted to them, they were of opinion that the case of manganese ore called for special consideration.

The Committee based their claim, if not for priority of the allotment of wagons, at least for such facilities as would ensure a temporary alleviation of the existing situation, upon the ground that the inability of shipping companies to secure even the smallest consignments of the commodity in question, rendered the safe loading of all steamers carrying cargo a matter of increasing difficulty, thereby creating serious dislocation in the export trade of the company.

The Committee expressed a hope that their representation would receive the careful consideration of the Railway Board

and that the Railway Companies concerned might be advised of the urgent necessity for immediate action in the matter.

In reply, the Railway Board stated that they were bringing the matter to the notice of the Agents of the Great Indian Peninsula and the Bengal-Nagpur Railways.

The Committee also addressed the above two railways and asked them to advise the Chamber as to the nature of any action they might have been able to take with a view to the granting of such facilities as would ensure, at any rate, a temporary alleviation of the existing situation.

The G. I. P. Railway, in reply, stated that labour trouble on the Bengal-Nagpur Railway had recently resulted in a restricted traffic being dealt with *via* Itwari, but this had since been put right. In regard to traffic *via* Nagpur they stated that they were pushing down wagons to the Bengal Nagpur Railway and it was hoped this would give an increased allotment to manganese ore despatching stations.

The Bengal-Nagpur Railway in their reply stated that owing to the demands for transport of coal they regretted it had not been possible to meet the requirements of firms wishing to despatch manganese ore from the Central Provinces to Bombay. They added, however, that recent orders of the Railway Board, whereby coal for Bombay, Madras and other ports was to be conveyed by sea would, it was hoped, somewhat alleviate the position as regards the supply of wagons for manganese to Bombay. (*Appendix* N-13.)

DESPATCH OF PIECE-GOODS PACKAGES BY PASSENGER TRAIN TO UP-COUNTRY STATIONS.

In November 1920, a Member drew the attention of the Committee to the fact that the Railway Companies had for

some time previous refused to forward by passenger train packages weighing more than one maund. As a consequence, the firms were unable to forward by passenger train a number of packages containing woollen piece-goods, which, as was well known, had only a very short season of sale in the up-country markets, *i.e.*, when the hill people came down for buying. They asked the Chamber to approach the Railway Companies with the request that woollen piece-goods might be exempted from the restriction above-mentioned, say for a period of a month or two. This, it was stated, would enable importers to forward a large quantity of goods by passenger train and to make the goods available for consumption during the existing selling season, whilst, it was contended, if the existing restriction was maintained it would be instrumental in increasing the difficulties of the piece-goods trade.

The Committee were however of opinion that, as the Railway Administrations were able only with difficulty to carry their legitimate parcels traffic, it was not possible for them to open up the booking of heavy consignments by passenger train. Under the circumstances the Committee could not see their way to take up the matter in the manner desired and informed the member accordingly. (*Appendix* **N-14.**)

NON-OFFICIAL COMMERCIAL MEMBER ON THE RAILWAY BOARD.

At the Conference of Chambers of Commerce of India and Ceylon held at Calcutta on the 8th January 1920, a Resolution was passed to the effect that the Conference recommended to the Government of India that the recommendation of the Indian Industrial Commission regarding the desirability of

appointing a non-official commercial member on the Railway Board should be given effect to at the earliest possible date.

The various Chambers of Commerce were subsequently consulted by the Association of Chambers of Commerce as to whether it would be possible to find a qualified European merchant who would be willing to accept appointment on the Board. From the replies received, it would appear that there was considerable difference of opinion on the point and it was ultimately recommended by the President of the Association of Chambers of Commerce that further consideration of the question might well be deferred until the next Annual Conference and the views of this Chamber were invited on the suggestion.

The Committee, in reply, stated that they were in complete agreement with the suggestion and added that, in the meantime, the Association would be well-advised not to proceed with the Resolution passed at the last Conference.

The matter accordingly was brought up for further consideration at the Annual Meeting of the Associated Chambers held on the 24th and 25th January 1921 and after some discussion it was eventually decided to take no action on the Resolution. (*Appendix* **N-15.**)

PORT OF CHITTAGONG.

The following Resolution was adopted at the Conference of Indian and Ceylon Chambers of Commerce on the 8th January 1920, on the subject of the transfer of the administration of the port of Chittagong to the Railway Board :—

" That Government be asked to guarantee :—

(*a*) That advance copies of the Bill relating to the legalising of the transfer be sent to the Chittagong

Chamber of Commerce, and the Chittagong Port Commissioners for favour of criticism and remark.

(*b*) That the Chittagong Chamber of Commerce shall be at least as well represented, on the new Harbour Board, which will be formed to assist the Assam-Bengal Railway Co., Ltd., to administer the port (as Agents for the Government of India), as on the existing Port Trust, *i.e.*, by one nominated and two elected members.

(*c*) That when the new Port Bill, with reference to the transfer of the port, comes before Government at least one representative of the Chittagong Chamber be asked to serve on the Select Committee to examine the Bill, whether it be before the Imperial Government or the Government of Bengal."

In forwarding the above Resolution to the Government of India, the Associated Chambers of Commerce stated that all members of the Association supported strongly the views of the Chittagong Chamber, as expressed in the resolution, *i.e.*, they were of opinion that ample opportunity for examining and criticising the Bill legalising the transfer should be afforded to the Chittagong Chamber, and the Port Commissioners. Further, they urged that the local Chamber should be adequately represented on the new Harbour Board as was proposed in clause (*b*) of the resolution, and they certainly thought it to be desirable that when the Bill was in Council a representative of the Chamber should be appointed specially in connection with its discussion.

The Associated Chambers of Commerce at the same time asked the Bengal Government to support the proposals. The Bengal Government, in reply, stated that intimation had been received from the Government of India that the necessary legislation to effect the transfer of the port had been temporarily postponed, and that in the meantime the existing arrangements would continue. The Government of Bengal, however, felt no doubt that the Government of India would afford an opportunity to those interested to express their views on the draft bill when it was ready for consideration and added that the views expressed by the Associated Chambers would receive careful consideration from the Government of Bengal when the draft bill was submitted to them for opinion. (*Appendix* N-16.)

BRIDGE HEADWAYS OVER NAVIGABLE CHANNELS.

The following Resolution was adopted at the Conference of Chambers of Commerce held at Calcutta on 8th and 9th January 1920 :—

"That this Conference recommends to the Government of India that in every case of the construction of a bridge over navigable channels in India and Burma a Special Committee should be appointed comprising adequate representation of non official members interested."

In forwarding a copy of the Resolution to the Government of Bengal, Burma, and the United Provinces of Agra and Oudh, and to the Administration of Assam, the Secretary of the Associated Chambers stated that the aim of the Conference in passing the Resolution was an arrangement whereby in every case where the bridging of a river was contemplated, a Special Committee should be appointed to

examine the project and to make recommendations germane to the enquiry. It was considered furthermore essential that all interests concerned should be adequately represented on the Committee and as a condition precedent to its constitution that the final recommendation made by the Committee should be ordinarily accepted, and acted upon, by Government.

The replies received by the Associated Chambers from the Governments and Administrations above mentioned showed that the proposal of the Association had, in part, been anticipated in orders passed by the Government of India in the Railway Department in a letter, No. 65, p. 16, dated 3rd February 1919, and the set of rules which accompanied the same. The provisions of Rule 10 of the rules referred to provided for the settlement of disputes or differences of opinion in particular cases by the Local Government in respect of each case, after reference, if required, to a Local Committee representative of all interests and presided over by the Commissioner of the Division or Valley concerned. (*Appendix* O.)

BOMBAY TELEPHONE SERVICE.

During the year under review the Committee received several representations from members in regard to the condition of the telephone service in this city. They accordingly addressed the Bombay Telephone Company, Limited, in the matter early in December 1920, and stated that, while appreciating the difficulties with which the Company was faced, they considered that it was essential, in the public interest, that every effort should be made to improve the service, the inefficiency of which was a matter of general and, in their opinion, very justifiable complaint.

The Committee stated that they refrained at that juncture from giving specific grounds of complaint as it must be obvious to the management, as it was to every individual subscriber, that there was very great room for improvement in at least two directions, namely, in the matter of the lack of prompt attention given to calls and also the frequent and almost invariable interruptions which occurred during even the shortest conversation. In spite of the fact that most offices in the Fort area employed a more or less trained operator in charge of their central exchange, the service in the area could only be described as bad but in the case of private lines, particularly in outlying districts, the position was very much worse.

The Committee added that they would appreciate very much any steps that might be taken with a view to remove any, or all, of the above-mentioned undesirable features of the existing service.

In reply the Bombay Telephone Company, Ltd., stated that the various points raised by the Chamber had been receiving their very careful consideration and that steps had been taken to improve the number and efficiency of the personnel of the Company. They were convinced, however, that in view of the rapid expansion of the city there was only one real solution of the problem and that was the replacement of the existing manual system by an up-to-date automatic system. They added that under the terms of the Company's License Government had the option of purchasing the concern in 1923 and they had been endeavouring to obtain from the Government of India for nearly two years, a decision as to the latter's intention under the License. The Company's efforts in this direction, however, had not met with success, with

the natural result that improvements in the telephone system were held in abeyance.

The Company had offered to Government either (1) to change the existing manual system to an up-to-date automatic one, provided Government would extend the License for a reasonable period to enable the shareholders to see a return on the large outlay of capital necessary for the change; or (2), if Government decided to purchase the Company's undertaking in 1923, to endeavour to come to a working arrangement with Government by which the change might be commenced at once on Government account.

The Company asked the Committee to consider the advisability of addressing Government in the matter.

The Committee felt that if Bombay was not to be committed for many years to come to the existing unsatisfactory manual system the Government of India should give the Bombay Telephone Company, Ltd., an immediate decision that would enable the Company to introduce a more up-to-date system than existed at the moment.

The Committee accordingly asked the Government of India as to when a decision might be expected. (*Appendix* P.)

SPECIAL WINDOW FOR TELEGRAMS BOOKED UNDER DEPOSIT ACCOUNTS.

The Superintendent of Telegraphs, Bombay Circle, in July 1920, asked for the views of the Committee on a system that had been adopted in Calcutta and which he proposed to introduce in Bombay, whereby telegrams handed in by firms and individuals who had deposit accounts for the payment of

their telegrams would be tendered at a particular window of the public counter with a peon delivery book or with a slip of paper attached to the messages giving brief details of the names of the addresses and the names of the offices of destination. The counter clerk would, after checking the telegrams with the entry in the peon delivery book or in the slip, as the case might be, initial the same and affix an impression of the office name and stamp in acknowledgment of the receipt of the telegrams. It was reckoned that this system would not only save the congestion at the public counter but would also set free the messengers much more quickly for employment on other work by their masters.

In reply the Committee stated that they approved the proposal to introduce in Bombay a system similar to that detailed above. (*Appendix* Q-1.)

CABLE RATES TO ADEN.

The Committee in April 1920 addressed the Director General of Post and Telegraphs in regard to the rates for cablegrams between Bombay and Aden and submitted that the existing rates were unduly high having regard to the fact that since 1907, when the rates to Aden were last revised, those to Europe had been reduced from Re. 1-8-0 to Re. 1 per word, with the result that the two rates were, at the time of writing, the same.

The Committee requested that the rates in question might again receive the careful consideration of the Government of India and in the meantime asked the Director-General to advise them on the following three points :—

(*a*) Whether there was any material reason why the existing rates to Aden should not be so adjusted

as to preserve a similar proportion to the London rates as they did when the latter were Re. 1-8-0; and in this connection

(*b*) whether there was any real relation between the distance a message was sent and its cost; or

(*c*) whether any reduction in the cost of a message over any one stage would add materially to the congestion on the main lines in general.

The Director-General of Posts and Telegraphs, in reply, stated that the anomaly of the rates to Aden being the same as those to England had been removed and the rates were respectively thirteen annas and one rupee a word.

He stated that the high rates to Aden and Egypt formed the subject of a despatch from the Government of India to the Secretary of State in 1916, but the Secretary of State had decided that it was not opportune to press the Cable Companies for a reduction at that time.

He added that, as three years had passed since that decision was given, the Government of India were again being asked to represent the matter.

In regard to the enquiries made by the Chamber, the Director-General stated—

(*a*) that until the traffic with either Aden or Egypt was sufficient to justify a separate cable, it was impossible for the word rate to these places to be lowered strictly in proportion to the distance.

(*b*) It was not known exactly how the Cable Companies arrived at their rates.

(c) If the reduced tariff to Aden and Egypt were to mean a large increase of telegrams from India to these places and this increase was not sufficient to justify an additional cable, it would naturally add to the congestion of through telegrams to England. (*Appendix* Q-2.)

CABLE RATES TO EUROPE AND AUSTRALIA.

At the Conference of Indian and Ceylon Chambers of Commerce held in Calcutta in January 1920, the following resolution was adopted in regard to cable rates :—

"That the charges for foreign telegrams, particularly those from India to the United Kingdom and Australia, are now unreasonably heavy in view of the position of the sterling exchange; and that this Conference urges the Government of India to take immediately such action as may be calculated to bring about a reduction."

On the 12th of February 1920, the Government of India issued a Press Communiqué notifying that, in view of the rise in the rupee sterling exchange, the Government of India had decided, with effect from 1st March 1920, to reduce the charge on foreign cables to Europe from Re. 1-4-0 to Re. 1 per word. It was added that this rate would be subject to revision once every three months.

The Bengal Chamber in April 1920 wrote to the Director-General of Post Offices and stated that at an informal meeting held on the 10th January 1920, at the Calcutta Office of the Department of Commerce and Industry, when the question

of the rates on foreign telegrams was discussed, it was pointed out and agreed that, with the sterling exchange at 2 shillings per rupee, the charge for telegrams to Europe ought to be on the basis of 14 annas per word. Thereafter the rate had been reduced, with effect from the 1st of March, to one rupee and was to be subject to revision once in three months. It was pointed out by the Bengal Chamber that exchange had been materially higher than 2 shillings from the time when the meeting was held up to the date of their letter and there did not therefore seem to be any reason for further delaying the reduction to 14 annas.

In sending this Chamber a copy of the above letter of the Bengal Chamber, the Associated Chambers of Commerce of India and Ceylon enquired whether, in the opinion of the Committee, the Association should address Government on the subject.

In reply the Committee stated that they were in agreement with the views of the Bengal Chamber of Commerce on the subject and they were of opinion that the question was one which might suitably be taken up by the Association.

On the 28th of May 1920, the following Notice was issued by the Government of India in regard to the rates for Foreign Telegrams :—

With effect from the 7th June 1920, the rates per word for private telegrams to the undermentioned countries from India or Burma will be as follows :—

	Rs.	a.
Aden, Perim *via* Bombay	0	13
Amoy, Foochow, Shanghai *via* Madras	1	2
Australia *via* Madras	1	8

	Rs. a.
British Central Africa—	
Nyassaland *via* Bombay—Aden	1 10
Northern Rhodesia *via* Bombay—Aden	1 10
Southern Rhodesia *via* Bombay—Aden	1 8
Europe—	
All countries except Germany and German-Austria *via* Eastern	1 0
Germany and German-Austria *via* London ..	1 4
Hedjaz (Arabia)—	
Medina *via* Aden—Souakim	2 5
Djedha and Mecca *via* Aden—Souakim	1 14
Hongkong *via* Madras	0 15
Japan *via* Madras..	1 11
Madagascar *via* Bombay—Aden	1 15
Malacca *via* Madras	0 13
Mauritius *via* Bombay—Aden	1 6
Mesopotamia *via* Fao	0 10
Mozambique *via* Bombay—Aden	1 6
New Zealand *via* Madras	1 11
Palestine *via* Eastern	1 3
Penang, Singapore *via* Madras	0 13
Persia—	
Bunder Abbas *via* Karachi	0 12
Other offices including Bushire *via* Karachi ..	0 11
Persian Gulf—	
Charbar *via* Karachi	0 3
Jask, Henjam, Muscat *via* Karachi	0 6
Bahrein, Lingah *via* Karachi	0 10
Seychelles *via* Bombay—Aden	1 6
Siam *via* Moulmein (From India)	0 12
,, ,, ,, (From Burma)	0 9
Tasmania *via* Madras	1 8

	Rs.	a.
United States—		
Boston, New York *via* Eastern—N. A. Cables ..	1	10
Philadelphia, Washington *via* ditto	1	11
Chicago *via* Eastern—N. A. Cables	1	12
Union of South Africa *via* Bombay—Aden	1	6
Yemen (Arabia) *via* Bombay—Aden	1	3
Zanzibar *via* Bombay—Aden	1	5

(*Appendix* Q-3.)

FOREIGN MONEY ORDERS.

The Associated Chambers of Commerce of India and Ceylon, in October 1920, forwarded to this Chamber a copy of a letter they had addressed to the Department of Commerce of the Government of India in regard to the rate of exchange for Foreign Money Orders. It appeared that although the rate of exchange for these Money Orders had been altered by the Director-General of Posts and Telegraphs, on the 14th of March 1920, from Rs. 6-15-0 to Rs. 7-8-0 per pound sterling, the Rangoon Post Office, not having received the information, issued on the 15th and 16th March a number of such orders at the rate of Rs. 6-15-0.

The Postal Authorities, on learning of these issues, instructed the Bombay Post Office, by telegraph, that the Money Orders were to be paid at destination at the rate of Rs. 7-8-0. For example, a sum of £37 would be paid in London for a Money Order issued in Rangoon for £40. Against this decision the Burma Chamber protested and it was ultimately reversed, the Rangoon Post Office notifying that they would pay full value for the orders in question.

In view of this apparently satisfactory settlement of the difficulty no action on the part of the Associated Chambers seemed to be necessary. But recently the Burma Chamber

had stated that the Government of India had reconsidered the matter and had decided that the Post Office was not liable for its error in accepting a lower rate of exchange than was in force elsewhere than in Rangoon at the time of booking. This decision was communicated to the Burma Chamber by a letter, dated 28th August 1920, from the Postmaster-General of Burma.

The Associated Chambers found it a little difficult to understand why these conflicting decisions should be necessary about what appeared to be a very simple matter. The Post Office admittedly made a mistake. In the words of the Postmaster-General of Burma, they "erroneously accepted" a rate of exchange lower than that which was in force at the time of booking. At first they refused to admit their liability for this mistake. Then they said that they would accept liability, and later, after an interval of several months, they confirmed their first decision.

To say the least of it, this was an unfortunate and undignified position for a great department of the administration to take up. But apart from that it was, the Associated Chambers ventured to think, altogether wrong that any hesitation should be shown by the Government as to the course to be followed in such a case. When a merchant, or a banker, entered into a contract, he had either to stand by it or to face the risk of legal proceedings. And it surely could not be argued that Departments of Government were entitled to proceed upon a different principle. The Associated Chambers could not believe that the Government of India had considered this aspect of the matter when coming to the decision announced by the Postmaster-General of Burma in his letter of 28th August 1920.

The rule quoted by the Postmaster-General did not appear to have any bearing on the question. It merely affirmed, what was indeed obvious, that the amount of a Foreign Sterling Money Order should be paid in rupees at such a rate of exchange as the Director-General of the Post Office should from time to time direct. But the whole point of the present case was that the Director-General, or his staff, failed or neglected to inform one of the offices that a change had been made in the rate. And for this failure, or neglect of duty, it was sought to make the public responsible. Against such an attitude the Associated Chambers strongly protested and they had no hesitation in expressing their conviction that it ought never to have been taken up by the Government in their dealings with the public. The Associated Chambers urged that the matter should be again reviewed by the Government of India, that all technical questions of liability under rules should be set aside, and that the contracts, which were regularly made in the ordinary course of business, should be fulfilled.

In acknowledging the receipt of the above communication the Committee of this Chamber informed the Associated Chambers that they were in complete agreement with the terms of the Association's letter to the Government of India which, in the opinion of the Committee, admirably set forth the matter under dispute.

The Associated Chambers of Commerce were later informed by the Government of India that the latter understood that the matter was likely to come before the Courts and that under the circumstances, they were not preparedto make any statement on the subject. (*Appendix* Q-4.)

POSTAL COUNTER WORK ON SATURDAYS.

The Postmaster-General, Bombay, in September 1920, enquired whether this Chamber agreed to a proposal that had been put before him by the staff to close counter work of the Post Office at 2 p.m. on Saturdays and to have no delivery of Money Orders, Registered and Insured letters and parcels and V. P. P. after that hour. The delivery of unregistered correspondence, despatch of mails and the sale of stamps would remain unchanged.

The Committee, in reply, stated that they approved the proposal in question. (*Appendix* Q-5.)

DESPATCH OF MAILS TO COLOMBO.

In September 1920, a letter was received from the Ceylon Chamber of Commerce intimating that complaints were constantly being made to the Post Office at Colombo regarding the incorrect information supplied of the date of delivery of mails in Colombo when they came overland from Bombay, and the Post Office in Colombo stated that they could not get the correct information from Bombay.

The Ceylon Chamber requested that this Chamber might take the matter up with the Postmaster-General in Bombay in order that immediately Ceylon mails were despatched from Bombay by train or boat, a telegram might be despatched to the Postmaster-General, Ceylon, advising him of the correct time and date of despatch.

The Committee accordingly took the matter up with the Postmaster-General, Bombay, who stated that the Bombay General Post Office sent a telegraphic intimation to the Postmaster, Colombo, regularly on every occasion when the English

mails for Colombo were despatched from Bombay. This information included (1) the number of bags, (2) the route, *i.e.*, by train or steamer, and (3) the time of departure from Bombay of the train or steamer. The incorrect information furnished by the Colombo Post Office to the public appeared to be due to miscalculating the transit time.

The Postmaster-General added that to ensure that correct notices were put up at Colombo, he was arranging that a copy of the telegraphic intimation should also be sent to the Postmaster-General, Colombo.

In forwardingt o the Ceylon Chamber a copy of the Postmaster-General's letter, the Committee suggested that should that Chamber desire further information in regard to the matter, they might refer to the Postmaster-General, Madras, as it was understood that, as in the case of the ordinary mails from Bombay, the English bags for Ceylon were transferred from the boat train in Madras and that consequently the responsibility of the Postmaster-General, Bombay, ended with the despatch of the mails by the boat train. (*Appendix* Q-6.)

VISIT TO BOMBAY OF THE DIRECTOR-GENERAL OF POSTS AND TELEGRAPHS.

The Director-General of Posts and Telegraphs, the Hon'ble Mr. G. R. Clarke, O. B. E., I.C.S., met the Committee of the Chamber on Tuesday, 18th May 1920, for an informal discussion on postal and telegraph matters. The Director-General explained briefly what some of the difficulties were, among others being the rise of prices, competition for clerical labour, an abnormal marriage year and general unrest. Mr. Clarke said that the present dislocation of the train service was also the

cause of trouble to the Post Office and of subsequent complaints by the public. If it were not possible for the train service to run according to present timings, these timings should, he thought, be changed.

As regards the delays in telegrams, he told the Chamber that a large amount of wire was on order, and he hoped that before long he would be able to open out new connections and relieve the congestion. He foreshadowed a system of commercial wireless, a proposal for which was at the time before the Government of India.

As regards the sorting of the English mail, Mr. Clarke said that the undertaking given by Sir William Maxwell before the Aden Sea Post Office was found unworkable must be departed from. Experience showed that it was not possible to keep this undertaking, but he gave a guarantee that the unsorted mails received from England would be completed in six hours.

As regards the arrival of the English mail, it had to be decided on what day the mail steamer should arrive ; Saturday was not suitable, he thought, as it was neither convenient for the Post Office nor for the Port authorities that the homeward-bound and outward-bound steamers should depart and arrive on the same day. A Sunday arrival would give no rest at all to a hard worked postal staff. The choice, therefore, lay between Friday and Monday.

A brief discussion followed in which the points mentioned by Mr. Clarke were taken up. One member asked why it was that on the arrival of the English mail he got, first his trade circulars, then his newspapers, and lastly important letters from his Home Office. Mr. Clarke explained, that letters posted at the last minute in London (among which were

probably the letters referred to by the member) could not be sorted by London into the Bombay bags, but had to be put into the "unsorted bags, India" and that these were the bags which were dealt with on arrival of the English mail at the Ballard Pier Post Office. On the other hand the Bombay bags were sent straight from the steamer to the General Post Office, where they were immediately sorted into the post boxes. It was at the first clearance of the post boxes by the member's peon that he got the trade circulars, then the papers; and, lastly, when the unsorted mail for Bombay had been sent to the General Post Office, he got his important letters.

Another member asked whether the cable messages for Bombay received by the Eastern Telegraph Company could not be delivered by that company. The Director-General said that he would take the matter up at once.

As regards the arrival of the English mail, the consensus of opinion of the members present was that Friday was the most convenient day.

Another member complained of the dearth of British postal orders. The Director-General explained that there had been a tremendous run on them on account of the favourable official exchange which was better than the market rate. In consequence of this, people bought up postal orders very largely and the supply, which normally would have been ample, was exhausted in a few days.

At a later date the Postmaster-General, Bombay, forwarded to the Chamber a statement showing the hours of receipt of the Madras mails in the General Post Office and the hours of their delivery and pointed out that the Madras mail was due to arrive at 8-40 a.m. but, it would appear, it seldom arrived in time. It was added that the late arrivals of the other mails

interfered considerably with the prompt delivery of the Madras mail even when it was not greatly delayed. He explained that it was this general dislocation of the Railway traffic which dislocated the whole of the postal work and unless and until the Railway trains ran to time it was impossible to guarantee regularity of delivery.

In acknowledging receipt of the above letter, the Committee drew the attention of the Postmaster-General to the fact that when the Calcutta mail *via* Nagpur did not arrive in time to be dealt with before the 11-30 a.m. delivery, it would appear that the Madras mail was held back for the 12-30 p.m. delivery, even when it had been received at the General Post Office at hours varying from 9-30 to 11-30 a.m. The Committee asked, if this was the case, whether arrangements could not be made whereby both the mails in question might be handled in time for the 11-30 a.m. delivery, when the time of their arrival precluded the possibility of either or both of them being dealt with earlier.

In this connection the Committee also addressed the Agent of the G. I. P. Railway and asked to be informed—

(*a*) whether the delay to the Calcutta Mail *via* Nagpur usually originated over the G. I. P. section of the line; or

(*b*) over the section of the line controlled by the Bengal Nagpur Railway.

The Committee further asked whether, if the answer to the first question was in the affirmative, steps could not be taken to ensure a more satisfactory running of the train.

In a letter that the Agent of the G. I. P. Railway sent to the Postmaster-General, a copy of which was sent to this Chamber for information, the Agent pointed out that it was

inaccurate to attribute the late delivery of the mails to the late running of the trains and forwarded statistics in support of his contention. The Postmaster-General later informed the G. I. P. Railway that the statements regarding the arrival of the Madras mail which had been furnished by the Bombay General Post Office were unreliable. (*Appendix* Q-7.)

POST AND TELEGRAPH STRIKE IN BOMBAY.

At the suggestion of the Superintendent of the Central Telegraph Office, the Committee of the Chamber in October 1920 opened a voluntary subscription list among members with the object of dividing the proceeds equally between the Funds of the Boy Scouts' and Girl Guides' Associations in recognition of the very excellent work performed by the members of both the Associations since the commencement of the Postal strike. A sum of Rs. 5,450 was realised.

The Superintendent, in a letter to the Chamber, stated that, but for the assistance rendered from the beginning of the strike by the Boy Scouts and Girl Guides, the former in connection with the delivery of telegrams and the latter in connection with the circulation of telegrams in his office, it would not have been possible to effect the delivery of nearly as many telegrams.

A cheque for Rs. 2,725 was accordingly sent to the District Scout Master, Bombay, and a cheque for a similar amount to the District Commissioner, Girl Guides' Association, Bombay.

A full list of the subscribers will be found in *Appendix* Q-8.

CIVIL AVIATION IN INDIA.

(*See Report for* 1919, *pp.* 110, 627.)

At the Conference of Chambers of Commerce, held in January 1920, the following Resolution on the subject of Commercial Aviation in India was adopted :—

> "That, in the opinion of this Conference, Government should be urged to give every facility for the establishment by private enterprise of Commercial Air Services in India, and between India and other countries."

The Committee of this Chamber, in April 1920, drew the attention of the Government of India to their representation of the 13th November 1919 (see Chamber's report for that year), and requested information (1) as to what steps had been taken, or were in contemplation, by the Government of India to assist the development of civil aviation; and (2) as to the conclusions arrived at as a result of the recent trial of the aerial postal service between Bombay and Karachi.

The Committee also urged that the development of air transport should be encouraged in every possible direction and they, therefore, submitted that aeroplanes might be allowed into this country free of any import duty, at any rate for the time being, and expressed a hope that this matter would receive the sympathetic consideration of the Government of India.

The Government of India, in reply, stated that, as regards the steps which had been taken by them in regard to the development of civil aviation in India, the Air Board proposed for the time being to concentrate its attention to the preparation of a trunk flying route over India from Karachi *via* Delhi and Calcutta to Rangoon. The preparation of an

aerodrome at Dum Dum had been taken in hand, and the proposals of the Government of Burma for an aerodrome at Rangoon had been received. Surveys had also been made of the routes between (1) Delhi and Calcutta and (2) Calcutta and Rangoon. These surveys were under examination by the Air Board, and a report of the survey of the Karachi-Delhi section of the route was expected.

The general question of the policy to be adopted by Government in regard to civil aviation in India was, it was stated, under consideration. The whole question of the assistance to be given towards civil aviation by Government in the United Kingdom had recently been debated in the House of Commons, and as the result of that debate a strong Committee was appointed to advise the Home Government. The Government of India had cabled to the Secretary of State asking that they might be supplied with a copy of that report as soon as it was available. They were also in correspondence with the Secretary of State regarding an Aerial Mail Service between Karachi and Cairo. This, it was added, was all the information which the Government of India were in a position to give at the moment, but they would probably consult commercial opinion in India on the whole question of civil aviation in India shortly.

In regard to the question of the Aerial Mail Service between Karachi and Bombay, Government stated that the data were being examined, from the technical point of view, by the Royal Air Force, and the Government of India were not aware whether any conclusions of value had been reached. But the amount of postal matter carried by the Service was so small that the Government of India did not think it likely that the experiment would have yielded any data of much

value either in regard to the general question whether an Aerial Postal Service was likely to be a commercial success or in regard to the question of what charges should be made for postal matter carried by Aerial Mails. It was probable, however, that the report of the Advisory Committee referred to would deal with both these questions in the light of the experience gained by the Aerial Mail between London and Paris.

At a later date, the Government of India informed the Chamber that, in order to assist the development of civil aviation in India, they had decided to reduce the import duty on aeroplanes, aeroplane parts and aeroplane engines and engine parts, from 7 per cent. to 2½ per cent. *ad valorem*. This concession, it was stated, would have a retrospective effect so as to include imports on which excess duty had already been paid.

It was further added that in order not to hamper or discourage long distance flying, which was at the moment in an experimental stage, the Government of India had authorised the maritime Local Governments to exempt aircraft arriving in India by air from the payment of duty, when they were satisfied that the aircraft were to be used for the purpose of a flight across India and were not intended to be detained in this country. Before this exemption was granted the person in charge of the aircraft would be required to make a written declaration or to execute a bond that the conditions laid down above would be fulfilled. (*Appendix* **R.**)

LIQUID FUEL IN SHIPS' BUNKERS.

(*See Report*, 1916, *pp.* 59, 346.)

The Bombay Port Trust in May 1920 informed the Chamber that the question of the amendment of the bye-laws restricting the admission into the Docks of vessels bunkered with

liquid fuel had been again under consideration and had also been discussed at a meeting of firms and others interested when it had been suggested that, instead of requiring each ship to produce a flash point certificate, it would meet the requirements of the Fire Insurance Association if the Shipping Companies agreed to furnish the Port Trust with a guarantee that the flash point of oil used for bunkering their ships would in all cases be above 150° F. under the terms of their bunkering contracts with the Oil Companies.

It was pointed out that on several occasions during the last few years the restrictions imposed by the Dock bye-laws had resulted in ships being delayed in entering dock owing to ignorance of bye-law No. 99 (note ix) which laid down that all vessels carrying liquid fuel for their own consumption must, before entering the dock, produce a certificate to the effect that the oil had a flash point at or above 150° F.

The Chamber was asked, therefore, whether they approved of the above proposal.

The Committee considered the proposal to be fair and reasonable and they, therefore, recommended to the Port Trust that the Dock bye-laws should be amended accordingly. The bye-law in question was subsequently amended in the manner proposed and a Government notification to that effect was issued in January 1921. (*Appendix* S-1.)

PASSENGER ACCOMMODATION ON LINERS.

(*See Report*, 1919, *pp.* 122, 648.)

The Committee on 6th May 1920 asked for the views of the Bengal Chamber as regards the anticipated influx of visitors to India next cold weather which, if it materialized, and unless sufficient precautions were taken in advance by the Ministry of Shipping to provide an adequate number of extra

ships to deal with the situation, was likely to complicate the provision of passages for Europeans in this country desiring to proceed home during the months from February to May 1921.

The Committee had ascertained from the principal Agents of passenger liners in Bombay that, although the Companies they represented anticipated having at their command an additional number of their vessels released from Government and re-conditioned before the next homeward passenger season, they would still be considerably short of the total passenger accommodation which was at their disposal before the war, unless Government provided the assistance of extra steamers.

In addition to providing such extra steamers, it had been pointed out to the Committee that it would be necessary for the Ministry of Shipping to fix, some months ahead, certainly not later than the early part of December 1920, an unalterable programme of their sailing dates and to state definitely that they would be free from any requisition for the carriage of Military Officers or Troops, beyond, as regards the latter, such a number as could be conveyed in decks usually devoted to cargo in which case also a small percentage of Officers for disciplinary purposes would be allotted berths in passenger accommodation.

The Committee had heard it suggested that visitors to India in the ensuing cold weather should be prohibited, or at any rate much restricted, but they considered that, rather than that such a procedure should be demanded immediately, the Ministry of Shipping should first be approached and asked to make a definite announcement as to whether they were prepared to augment the regular liners' programme with a sufficient number of passenger ships during the months of February to May 1921 and in the manner indicated above.

The Committee considered that it would be prejudicial to the interests generally of this country, and possibly to its trade, to place an embargo on visitors, except as a last resource.

The Bengal Chamber, in acknowledging receipt of the above letter, stated that the question had already been discussed by the Committee of that Chamber and their views had been communicated to the Government of India in a letter, a copy of which was forwarded to this Chamber for information.

In their letter to Government the Committee of the Bengal Chamber had suggested that the Secretary of State might be asked whether it would not be possible, during the approaching outward passenger season, to place some restriction on the entry of cold weather visitors by the exercise of greater discrimination in the issue of passports. The necessity for the exercise of a corresponding measure of control over passports in respect of homeward passengers during the Spring of 1921 was also recognised and accepted.

The Committee on the 1st June 1920, addressed the Government of India in regard to the question of passenger accommodation on liners in the Spring of 1921, on the lines of their letter of the 6th May to the Bengal Chamber, and were informed, in reply, that the question was at the moment under the consideration of the Government of India.

On the 12th June 1920, the Bombay Government forwarded to the Chamber for an expression of opinion a copy of a letter they had received from the Government of India on the question. In this letter the Government of India stated that it was decided, on the advice of the Associated Chambers of Commerce, that Government should refrain from exercising any control, on the lines of that exercised in 1919, over passages to England, and that the allocation of berths on homeward bound ships should be left entirely to the Steamship

Companies concerned. The Government of India had, however, watched the situation closely, and by frequent representations to His Majesty's Secretary of State for India, had been able to secure from the Ministry of Shipping a number of ex-German liners to supplement the fleets at the Companies' disposal. Apart from the ex-German liners placed at the disposal of the Military authorities, about 2,500 extra berths were supplied in this way. The Government of India stated that, nevertheless, the arrangements made for the homeward passenger traffic had given rise to general dissatisfaction. Local Governments had represented from time to time that their hot weather arrangements were thrown out of gear by the difficulty which officers, who had been granted leave, experienced in obtaining passages, and there had been many complaints in the public press not only as to the difficulty in securing berths, but also as to the manner in which berths were distributed.

It was stated that special enquiries were made into the matter in April 1920 by an officer deputed for the purpose to Bombay, and the Government of India had reason to believe that the position had materially improved since. It was estimated that, between the 13th April and the end of the first week of June, nearly 6,000 passengers were lifted from Indian ports, excluding passengers from Rangoon and Colombo, and the Government of India believed that a far larger proportion of those wishing to go home obtained passages than at one time seemed probable. At the same time, they feared that a certain number of intending passengers, especially from Calcutta, failed to secure berths and were compelled to postpone their departure for another year. If so, the carry over to 1921 might be expected to be abnormally large.

On the report of the officer referred to above the Government of India came to the conclusion that it would merely lead to confusion if they attempted to intervene by way of passage control during 1920. At the same time they decided that they ought at once to consider whether any action should be taken to regulate the homeward passenger traffic in the Spring of 1921 in order that any arrangements which might be decided upon might be put into force in good time and that the Steamship Companies might be put to as little inconvenience as possible.

The position as the Government of India saw it was as follows: They feared that, for the reasons already explained, the carry over from 1920 of residents in India who had been compelled to postpone their departure owing to the difficulty of securing berths was abnormally large, and that, at the same time, unless effective precautionary measures were taken in good time there might also be an abnormally large influx of cold weather visitors from the United Kingdom and America in connection with the visit of His Royal Highness the Prince of Wales. Further, it was doubtful whether material improvement could be expected in the shipping position. It was true that, owing to the distribution of the ex-German liners, the return of requisitioned ships and other causes the Steamship Companies' fleets might be stronger in 1921 than they were in 1920. It was also true that the Companies hoped to be able to work on a longer programme in the Spring of 1921. Many of the difficulties of the Peninsular and Oriental Steam Navigation Company were due to the fact that their Directors at home could not ordinarily give them more than a few weeks' notice of the steamers detailed for the Bombay-London run. It was understood, however, from the enquiries made at Bombay that the Steamship Companies did not expect to be able to handle more than a

normal volume of homeward passenger traffic in the Spring of 1921, and it had also to be remembered that there would be no reservoir of ex-German liners to draw upon in 1921. These liners were to be distributed and it was doubtful whether the Ministry of Shipping would be in existence in 1921. The Government of India, therefore, considered that, unless they specially chartered ships, they would not be able to come to the assistance of Steamship Companies.

The Government of India suggested to the Local Government that it would materially relieve the situation if officers who intended to go on leave in 1921 could be advised confidentially not to delay unnecessarily their departure till March, April or May 1921. Much of the trouble in 1920 was due to the numbers who applied for passages in these three months and to the neglect of the warning issued by Government in December 1919. It was no doubt intelligible that officers proceeding on short leave should wish to postpone their departure till just before the hot weather. But it was thought that there was no reason why officers proceeding on a year's leave should not start before Christmas and why officers proceeding on eight or nine months' leave should not take their passages in January or February. It was also recommended that the suggestion might be made to Steamship Companies through the Chambers of Commerce that similar advice should be given to non-officials.

The Government of India added that in deciding whether passage control should be instituted in India in the Spring of 1921, much of course would depend on the reply of the Secretary of State to the reference made to him on the question whether effective measures could be taken in the United Kingdom ports to regulate bookings during the cold weather.

Opinions were, however, invited as to whether, in the event of no regularised system of priority in the allocation of passages to India being found possible at home, passage control should be instituted out here, and if so, on what lines. The Government of India had little doubt on the former point. If effective arrangements could not be made at home to regulate bookings to India in the autumn and winter they thought that in self-defence some form of control in India must be instituted, if only for the reason that this would be the most effective method of discouraging people in the United Kingdom from visiting India in abnormal numbers for purposes of pleasure. If control was instituted, priority would be given to residents of India who required to go home for purposes of business, health or leave, and the Government of India would be in a position to warn cold weather visitors that, if they did come out to India, they would do so at their own risk and that they would have themselves to thank if they found themselves stranded in India in the hot weather of 1921.

The Government of India stated that they were aware that the Steamship Companies were averse from control and that Chambers of Commerce would prefer that, if possible, control should be avoided. They recognised that the distribution of berths on passenger steamers was a complicated business and that at the best times care must be exercised to ensure that steamers did not leave with vacant berths. The objection to control from the Steamship Companies' point of view was that a priority certificate system inevitably added one more complication to an already complicated business. Moreover, the working of the priority system in 1919 had aroused much complaint. The Government of India recognised the weight of these objections, but they thought

they would be minimised by action on the following lines :—

(1) if any form of priority was introduced at all, it should be introduced only in respect of steamers sailing between February 14th and June 14th, 1921 ;

(2) whatever priority machinery was set up should begin work not later than 1st September 1920. It was believed that most of the objections to the arrangements made in 1919 arose from the fact that these arrangements were made too late and that the whole business was necessarily rushed; and

(3) the business of awarding certificates should be simplified and decentralised as much as possible.

In regard to the last point it seemed to Government that all that it was necessary to do was to arrange the applicants roughly in order of priority. It was suggested provisionally that three forms of certificates might be prescribed—

A or Blue Certificates ;
B or Red Certificates ; and
C or White Certificates.

Blue Certificates would be granted to those to whom it was urgently necessary that passages should be granted ; Red Certificates to those whom it was desirable that passages should be granted ; and White Certificates to those who had no specially urgent reason for going home. Much latitude would be left to the competent authority in discriminating between different applicants, but, for the sake of uniformity of standard, it would probably be necessary to lay down certain general principles. It might be prescribed

that five years' continuous residence in India in the case of a European man and three years in the case of a European lady should entitle an applicant to a Blue Certificate and three years' and two years' residence, respectively, to a Red Certificate. Such certificates would also be given for other reasons, ill-health, etc., which would readily suggest themselves, but at the moment the Government of India did not think it necessary to go into detail.

As regards the authority which should grant the certificates, the Government of India suggested that, except in big towns, such as Calcutta, Bombay, Madras, and the like, the award of certificates might be left to the Collectors or Deputy Commissioners of the district in which the applicant resided and, in the case of Indian States, to the Residents. In big towns, small Priority Committees consisting of an official, a prominent business man and a doctor might be constituted to deal with applications, but this was a matter which would be left to the decision of the Local Governments. The certificates would be returned by the competent authority to the applicants and the applicants should be warned to file them with the least possible delay with Steamer Companies or their Agents.

The Committee gave the letter from the Government of India their careful consideration and in replying to the Government of Bombay stated at the outset that while they agreed with the views of the Government of India as to the desirability of discouraging, as far as possible, the tourist element from visiting India during the forthcoming cold weather, they were opposed to the institution of any form of Government control over the booking of passages. The Committee viewed the question, primarily, as one of principle, and they were of opinion that the shipping

trade, no less than the various other sections of the mercantile community, should be left to conduct its own business with the minimum of interference from the State and other outside bodies. They recognised that, under certain exceptional circumstances, State control of some kind might be beneficial and in the best interests of all sections of the community; but they did not consider that any case had been made out for its introduction in the instance before them.

With regard to the specific points raised in the letter from the Government of India the Committee referred in the first case to the statement made therein to the effect that a certain number of persons failed to secure berths in 1920 and that it was, therefore, expected that the carry-over to 1921 would be abnormally large. The Committee were of opinion that this view of the situation was somewhat misleading. Doubtless there were a number of persons who, desiring to travel home in the months of March, April and May 1920, were not able to obtain accommodation during those months, but the Committee understood that the position in this connection was the same in pre-war years and they submitted that it was in no way a sufficient reason for imposing any system of control such as that tentatively suggested by the Government of India. Moreover, according to enquiries made at the offices of the Shipping Companies concerned, there appeared to be vacant berths offering in the sailings in July, while in August there seemed to be every likelihood that vessels would actually leave with vacancies still unfilled. As far as the later autumn months were concerned, the Shipping Companies anticipated that there would be a large amount of passenger accommodation available homewards which the applications for passages they had in hand would not fill or even nearly fill.

In the above connection, the Committee cordially welcomed the suggestion that Government officials and others due to proceed home on either a year or nine months' leave should be advised to do so at the times indicated, and they were prepared to co-operate with the Government of India in this behalf by recommending to Steamship Companies the advisability of making a similar recommendation to the members of the non-official community.

In referring to the scheme of State control proposed by the Government of India, in the light of the foregoing observations, particularly in regard to the date suggested for the introduction of the same, the Committee presumed that th introduction of any system of control over passages had fo its primary, if not sole object, the enabling of persons suffering from ill-health to leave the country at the earliest possible date. Ample recognition of this fact was afforded by the manner in which the shipping companies and the mercantile community generally, co-operated with Government in the scheme of control in force in 1918, for all concerned then realised the necessity of some system of control, as being in the best interests of a large number of people who were suffering from the effects of the prolonged residence in India necessitated by war conditions.

The Committee submitted, however, that the conditions prevailing at the time of writing, three seasons after the conclusion of hostilities, could neither be quoted as analogous nor, even if an analogy were proved, could the proposed measures be said in any way to provide for such cases. The Committee were led to the latter conclusion by the suggestion of the Government of India that the priority machinery for registration set up under the scheme would begin work not later than the 1st September 1920, during

which period, and the succeeding three or four months ample steamship accommodation homewards would be available for all intending passengers. Why, therefore, the Committee argued, should it be necessary to institute a scheme of control which should only operate from February to June, when all who needed to leave the country for urgent reasons connected with health could do so at practically any time they desired during the intervening five months? The Committee did not deal with the many other difficulties inherent in even the best organised scheme of control in any direction as they considered that the essential factor in the case in point was the one above described.

While the Committee were not in favour of any system of control for the reasons above given, they heartily approved the suggestion that intending visitors should be warned as to the scarcity of hotel accommodation, etc., in the country, which warning, it was presumed, would be most effective in the case of tourists, as the *bona-fide* traveller might be expected to receive hospitality from private individuals, if necessary. To this end, they suggested that the Steamship Companies should inform the various tourist agencies to the effect that no homeward passages for personally conducted parties could be expected after the middle of February 1921.

Finally, as regards the extent to which it would be necessary to resort to legislation to enforce the proposed control, the Committee agreed that the success of the scheme must depend, to a large extent, upon the good-will and co-operation of the shipping companies concerned. They further observed, however, that the various firms in Bombay who represented the large passenger steamship lines, were unanimously opposed to the revival of any description of control in connection with the management of their business, which included the booking

of passages, and that the other mercantile firms represented on the Committee of the Chamber would much prefer to leave the allotment of passages in the experienced hands of the shipping companies.

The Committee received subsequently from the Bengal Chamber copies of further correspondence which had passed between the Committee of that Chamber and the Government of India upon the same subject from which it was observed that a similar letter had been sent to the Bengal Chamber. The Committee of that Chamber, in reply, had stated that while they were opposed, on general grounds, to any scheme of Government control they had decided to accept the position that control in the instance under review was unavoidable; and that, failing its institution in the United Kingdom, they could see no alternative to the proposal made by the Government of India. (*Appendix* S-2.)

NEW FORM OF BILL OF LADING INTRODUCED BY THE INDIAN CONFERENCE LINERS.

A member of the Chamber in July 1920 called the attention of the Committee to a representation that had been addressed by the Karachi Chamber of Commerce to the East India Section of the London Chamber of Commerce in connection with the new form of outward Bill of Lading introduced in July 1919 by the Indian Conference Liners in the United Kingdom, and asked this Chamber to support the Karachi Chamber.

The Karachi Chamber in their letter to the East India Section of the London Chamber of Commerce stated that the new form of Bill of Lading was considered by them to be grossly unfair to shippers and suggested that pressure might be brought to bear on the Steamship Companies to amend it.

It was asserted that objection was particularly directed against the clause in the Bill of Lading which released the Steamship Company from any liability for pilferage, theft, damage due to bad stowage or otherwise, or in fact anything that might be due to negligence on the part of their own servants.

The Karachi Chamber also called attention to the unfairness of the clause which limited the steamer's liability for piece-goods to £ 100 package---such goods, it was said, invariably cost well over this figure and often as much as £ 200 or even more in some cases. The limited liability, therefore, fell unduly severely on claimants under this clause. The limits in pre-war days was £ 50 whereas the average value of such goods was then in the neighbourhood of £ 25.

The Karachi Chamber urged that should the representation of the East India Section of the London Chamber of Commerce prove unavailing, the latter might take the matter up with the Board of Trade.

The Committee of this Chamber, in addressing the East India Section of the London Chamber of Commerce on the subject, stated that they strongly supported the representation made by the Karachi Chamber, both in regard to the stringent nature of the clause indemnifying the shipowners and also in respect of the low limitation set upon the value of the package.

The Committee also expressed the hope that, in the event of any representation that the East India Section might make to the Steamship Companies proving unavailing, the matter might be referred to the Government Departments concerned.

The Committee also addressed similar representations to the Manchester Chamber of Commerce and the Indian Trade Commissioner, London. (*Appendix* S-3.)

GENERAL LANDING DATE FOR IMPORT CARGO.

(*See Reports* 1916, *pp.* 61, 361; 1918, *pp.* 57, 302; 1919, *pp.* 129, 669.)

As will be seen from the Report for 1919, the Committee notified the Port Trustees that they were in favour of the permanent adoption of the general landing date system for import cargo at the Docks. In February 1920, the Port Trustees informed the Chamber that, after a further six months' trial, the Trustees' Docks Manager had reported that no complaints had been received from importers, and the previous experience of the satisfactory working of the system had been confirmed. It had been found that under the new system the payment of charges and clearance of import goods from the Docks had been greatly expedited.

It was therefore proposed by the Port Trustees to adopt the system permanently.

After a reference to the Import Sub-Committee the Committee agreed to the proposal. (*Appendix* T-1.)

SURVEY DEPARTMENT, PORT OFFICE.

A member in December 1920, brought to the notice of the Chamber the serious delays caused to shipping due to the fact that the number of Surveyors, comprised in the Survey Department of the Port Office, was insufficient for the needs of the Port.

It was pointed out that the Government Surveyors had done everything possible to minimise the delays, but it was perfectly clear that, unless the staff was augmented, such delays would be unavoidable. It was added that a further inconvenience was caused by the fact that the Surveyors had no conveyance at their disposal, which often rendered it impossible for them to keep their engagements to time, involving a waste of time to the shipowners, and generally producing much inconvenience.

The member asked the Chamber to make a representation on the subject to the Government of India with the object of early action being taken to remedy what they considered a very unsatisfactory state of affairs.

The Committee were at the same time favoured with a copy of a letter that had been addressed to the Port Officer in September 1920 on the same subject by the Agents of the P. and O. and B. I. S. N. Companies.

In addressing the Port Officer in the matter, the Committee stated that it would appear that the difficulties brought to their notice by the member of the Chamber were experienced, to a greater or lesser extent, by all Steamship Companies using the port, and they enquired whether any action had been taken by Government in consequence of the representation made by the Agents of the P. and O. and B. I. S. N. Companies.

A reply was received from the Port Officer to the effect that the Chamber's representation had been forwarded to the Marine Department of the Government of Bombay, for information and necessary action. (*Appendix* T-2.)

PORT DUES ON VESSELS CHARTERED BY GOVERNMENT.

(*See Reports* 1917, *pp.* 43, 348; 1919, *pp.* 124, 651.)

As will be seen from the Chamber's Report for 1919, the Bombay Government, in replying to the Chamber in regard to the proposed amendment of the Indian Ports Act, 1908, so as to allow of the levy of port dues on vessels belonging to or chartered by Government, stated that the Government of India had carefully considered the views expressed by the Committee, but in view of the fact that during the continuance

of the War most of the Port Trusts had raised their dues on private shipping in order to meet the losses incurred by the decrease in such shipping, they were unable to concur with those views. They did not consider that the proposed settlement would be either fair or reasonable, inasmuch as its effect would merely be to the further benefit of certain Port Trusts, such as those of Bombay and Karachi, which had not suffered by the operation of the War, without assisting the other Port Trusts, such as those of Calcutta and Rangoon, which had suffered heavily by the same operation, and without benefiting shipowners to whom no refunds could be made, although it was upon them that the enhanced dues imposed by the Port Trust had exclusively fallen. The Government of India did not consider, therefore, that any amendment of the law on the lines suggested was, at the moment, required.

The Bengal Chamber in April 1920 forwarded to this Chamber a copy of a representation it had forwarded to the Government of Bengal in which it urged that Government again to approach the Government of India on the question, as it might, and in all probability would, be a question of practical importance in the future, and ought, therefore in the general interests of the Indian ports to be settled at once, as nothing was to be gained by delaying a settlement still further.

The Bombay Port Trust, also, in May 1920 addressed the Government of Bombay in the matter and stated that the reasons given by the Government of India for refusing to amend the Act were :—

(1) that most of the Port Trusts raised their dues on private shipping during the war in order to meet the losses incurred owing to the decrease in such shipping ;

(2) that a settlement on the basis proposed would benefit those Port Trusts which had not suffered by the war, but would not assist other Port Trusts which had lost revenue;

(3) that the proposed settlement would not benefit shipowners to whom no refunds could now be made.

In replying to these objections the Trustees submitted the following arguments:—

(1) The Bombay Port Trust levied a surtax of 25 per cent. on port dues during the war in order partly to compensate them for the heavy loss of revenue on Government ships exempted from Port dues.

The Trustees contended that it was inequitable in principle to make private shipowners pay for the concession enjoyed by ships chartered by Government and which would be liable for full port dues under peace conditions. It was in order to avoid such inequity of treatment on any future occasion that the Trustees desired to see the Act amended.

(2) and (3) As far as the Port of Bombay was concerned the Trustees did not ask for the amendment of the Act to have retrospective effect. The legality of the exemptions granted during the war was not in question and, as Government remarked, it would now be impossible to refund to private shipowners the enhanced port dues paid by them while the surtax was in force.

The Trustees submitted that the reasons stated by the Government of India against amending the Act were not sufficient in themselves if it were shown that the section under reference was inequitable in practice. It was apparent that when this section was drafted, Government could not have foreseen that, under war conditions, the majority of ships entering the Port would be the property of, or under charter to, Government and therefore exempt from payment of port dues irrespective of the nature of their cargo or the duties on which they were employed.

On the general principle involved the Trustees were entirely in agreement with the views of the Karachi, Calcutta and Rangoon Port Trusts and they supported those bodies in their request that the Government of India might be moved to reconsider their decision and amend the section referred to which had clearly been shown to operate unfairly under war conditions. The precise form of the amendment was a matter for Government to decide, but it appeared to the Trustees that an amendment on the lines already suggested would meet the case, *i.e.*, that the exemption from payment of port dues should be limited to vessels belonging to or in the service of Government and actually engaged in the conveyance of troops, military animals, equipments, munitions and naval or military stores.

The Committee of the Chamber in addressing the Government of Bombay in the matter strongly supported the representation made by the Trustees of the Port of Bombay, but added that, in their opinion, any amendment of the section upon the lines indicated in the last para. of the Port Trustees' letter would be of little or no effect unless the terms "munitions" and "military stores" were more clearly defined and the accepted definition clearly stated in the law.

The Committee added that they still held the views expressed by them in December 1917, namely, that the question at issue was essentially one of principle and equity and they, therefore, expressed a hope that the Bombay Government would move the Government of India to reconsider their decision and amend the Act at an early date.

At the suggestion of the Committee of this Chamber, the Associated Chambers of Commerce of India and Ceylon also addressed the Government of India in the matter. (*Appendix* T-3.)

CLEARING OF GOODS AT THE PORT OF BOMBAY.

The Upper India Chamber of Commerce, in October 1920, informed this Chamber that their Members who had recently imported machinery, stores or trade goods from Home *via* Bombay, were unanimous in their complaints as to the excessive difficulties and delays experienced in clearing their goods at the Port of Bombay and also as to the extremely high charges levied by the Port Authorities for warehousing, wharfage, etc.

The position was, it was alleged, the worse for the recent curtailment of the free time allowance, not that even the previous free time would be of much advantage in the existing congested state of the docks, but it was also an entirely unnecessary aggravation of a position for which the unfortunate consignee of the goods was in no way responsible.

The Upper India Chamber of Commerce enquired what steps this Chamber had taken to improve the situation.

In reply, the Committee stated that, in their opinion, the trouble to which the Upper India Chamber referred was occasioned, to a very large extent, by the action of a certain number of the merchants themselves in refusing to take delivery of consignments owing to the existing exchange depression and thus prejudicing the position of other consignees.

The Committee added that, for the above reason, they had refrained from representing to the Port Trust the difficulties of a situation which was well apparent to that body, but not within its power to alleviate. The Committee had no doubt, however, that any specific cases of individual hardship that might be submitted to the Board would receive the Trustees' careful consideration. (*Appendix* T-4.)

AUCTION SALE OF UNCLAIMED GOODS AT THE DOCKS.

In December last, cables were received from the Manchester and London Chambers of Commerce calling attention to the sale by public auction by the Bombay Port Trust of goods lying unclaimed in the docks and enquiring as to what action had been taken in the matter.

In reply, the Committee stated that 7 monthly sales had, up to the time of writing, been held and the Committee were advised that the sales had had a beneficial effect in that there was a marked tendency upon the part of consignees to take up their consignments with less delay than hitherto. The congestion at the docks at the moment was very great and the Committee considered that the Port Trustees' action was in the best interests of all concerned.

The procedure in regard to the sales was that consignments on arrival were placed in the transit sheds and subsequently transferred to the warehouses when it was necessary to make room in the former for further consignments. Section 64 of the Bombay Port Trust Act, 1879, as from time to time amended, provided that if the rates payable to the Board in respect of any goods were not paid, or the lien for freight was not discharged, the Board might sell such goods by public auction at the expiration of two months from the time when the goods were placed in their custody. In practice the time was reckoned from the date of the goods' arrival in the warehouses and as a further transfer to the Board's sales warehouse had to be effected before the actual sales could be held the period during which the consignee might take delivery of his goods was invariably of a considerably longer duration than the prescribed two months.

The Committee added that, after careful consideration of the facts of the case as above described, they were of opinion that the Port Trust was interpreting its own rules in a spirit which could only be described as reasonable, even if the rules themselves erred on the side of severity, and they were not disposed to take any action in the matter. (*Appendix* T-5.)

INSURANCE OF GOODS STORED IN "B" WAREHOUSE, ALEXANDRA DOCK.

In September 1920, a member drew the attention of the Committee to the fact that a large proportion of recent arrivals of piece-goods had been warehoused in the Port Trust "B" Warehouse, Alexandra Dock, but that importers were finding it difficult to insure their goods against fire for this particular warehouse as every Fire Insurance Company appeared to have reached its limit for this shed.

The member asked the Chamber to assist them by—

(1) requesting the Port Trust to refrain from warehousing further packages in "B" Warehouse, Alexandra Dock, until steps had been taken to enable firms to effect fire insurance, and

(2) putting the question before the Bombay Underwriters Association with a view to increasing the limits imposed upon this warehouse.

The matter was in the first instance placed before the Bombay Fire Insurance Association who explained that the smallness of the limits was caused by the fact that the northern half of the warehouse had recently been released by the military authorities and made available for the storage of piece-goods, rice and sundry goods and was not reserved for textiles only.

The Bombay Fire Insurance Association subsequently addressed the Port Trust in the matter and suggested that the warehouse in question should be converted into a "protected" one and reserved for piece-goods in bales and cases and metals only.

The Committee of the Chamber strongly supported the Bombay Fire Insurance Association's representation and were subsequently informed that the Port Trust had agreed to the suggestion of the Bombay Fire Insurance Association and that they had passed a resolution setting apart "B" Warehouse, Alexandra Dock, until further orders, exclusively for the storage of only piece-goods, yarns and other textile fabrics (excluding gunnies and hessians in original bales and cases) and metals. (*Appendix* T-6.)

PILFERING AT THE DOCKS.

The attention of the Committee in April 1920 was drawn by certain members of the Chamber to cases of pilfering from packages of imported piece-goods. The Committee accordingly addressed the Port Trust in the matter and asked for information on the following points :—

(*a*) Whether the Port Trustees were of opinion that cases of pilfering had increased during the past three or four months ;

(*b*) Whether, in any recent prosecutions for these thefts, it could be stated with what firm the accused were employed ;

(*c*) Whether these thefts were confined to consignments by a particular line of steamers or to piece-goods packages arriving by all lines generally ;

(*d*) Whether these thefts were confined to one particular form of baling or packing.

In reply to these questions the Port Trust stated that—

(*a*) petty pilfering in the Docks had been considerably on the increase during the past few months ; 174 thefts were reported during the period January-March 1920, against 67 during the 3 months October-December 1919. 155 convictions were obtained during the 3 months ending March 1920.

(*b*) It was found that in most cases the offenders belonged to the Mowali class.

(*c*) Pilfering was not confined to any particular line of steamers.

(*d*) The thefts were not confined to any particular class of goods.

The Port Trust stated that the matter was receiving the close attention of the Trustees and that further steps were being taken to make all the sheds and warehouses burglar-proof as far as possible.

The Port Trust added that it was greatly to be regretted that the sentences passed by the Bombay Magistrates on persons convicted of petty theft were much too inadequate to deter them from future offences of a similar nature, and in this connection, the Commissioner of Police had again been requested to press for heavier sentences in future.

In reply to the Port Trust, the Committee emphasized the fact that it was not only petty pilfering that was complained of but also serious thefts, chiefly of piece-goods, involving the breaking open of heavy packages, and in this latter connection the Committee enquired as to the nature of any steps that might have been taken to protect import cargo in a more adequate manner.

The Committee added that more efficient supervision in the Docks themselves would appear to provide the only remedy and enquired, therefore, whether the Dock Police were up to full strength and, if so, whether the total strength could not be increased and at the same time more efficient supervision exercised.

In reply the Port Trust stated that instances of serious thefts involving the breaking open of heavy packages had been very few, and in this connection the Port Trust were taking all possible steps for the more adequate protection of the transit sheds and warehouses.

The following extract from the Crime Report for the year 1919, submitted by the Commissioner of Police, was forwarded by the Port Trust for the information of the Committee :—

"During yet another year the Docks Police have had to work very much below their sanctioned strength, and, although the strength is greater now than it was last year, it is still 160 below the sanctioned strength. There is moreover no prospect of reducing this shortage to any very great extent under present industrial conditions."

It was added that a copy of the Chamber's previous letter had been sent to the Commissioner of Police for report and he had stated in his reply that he had addressed the Chief Presidency Magistrate on the subject of the inadequacy of punishments, and as regards the other points brought forward he remarked that the number of thefts taken on the register depended very largely on the activity of the Police in picking up cases. It was asserted that special efforts had been made during the course of the last 6 months and the immediate result was an apparent increase in the number of theft cases during the first quarter of the year.

The Commissioner also drew attention to the very large decrease in the number of shed breakings and the very satisfactory results obtained in the investigation of those which had occurred.

In replying to the Bombay Port Trust, the Committee stated that, while they were fully conscious of the fact that the Port Trust were taking all possible steps for the adequate protection of the Transit Sheds and Warehouses, they were of opinion that the position disclosed in the extract from the Crime Report for the year 1919, referred to above, was a

serious one and they asked if the Trustees could see their way further to pursue the matter and, if necessary, address a representation to the Government of Bombay.

At the later date the Port Trust informed the Chamber that all broken and damaged packages, as far as space would permit, were placed in the shed pinjras, and any overflow was stacked outside the pinjras in full view of the Shed Superintendent's Office. It frequently happened that packages which were landed sound and packed in good condition were subsequently thrown about by merchants' coolies, when taking delivery, resulting in breakages. Orders had been issued to the shed staff to exercise special care in protecting broken and damaged packages, and the Agents of the Steamship Companies had also been requested to make arrangements to employ a greater number of carpenters to repair broken packages. Steps were also taken to provide pinjras of greater capacity in the transit sheds.

It was added that the Chairman had recently personally inspected a number of the sheds with the Deputy Commissioner of Police and in addition to the above measures, it had been further decided to take further precautions by way of fitting fine-mesh expanded metal to shed windows which it was necessary to keep open for ventilation and also any defective doors to be replaced as soon as possible by doors of the latest pattern.

The Port Trustees assured the Committee that they were taking all possible steps to deal with the question of pilferage in the docks. (*Appendix* T·7.)

PROPOSED NEW DOCKS AT TROMBAY.

The Bombay Port Trust in May 1920 forwarded to the Chamber a copy of a preliminary report, dated 12th April 1920, by

Mr. P. G. Messent, C.I.E., M.I.C.E., Chief Engineer, Bombay Port Trust, on certain proposals before the Trustees for Dock extension in Bombay.

The Port Trust stated that since the completion of the Alexandra Dock it had been recognised by the Trustees that the rapid expansion of the trade of Bombay and the time necessary to construct a new dock of the required size, rendered it imperative that the scheme should be drawn up well ahead in order that the construction could be taken in hand without delay as soon as the necessity for another dock became apparent.

In December 1917 the late Chairman, Sir Frederick Sprott, drew up a provisional scheme for the future development of the Port of Bombay. It was not possible to undertake new works of any magnitude at a time when all activities had to be subordinated to war requirements and further consideration of the scheme had therefore to be deferred until after the conclusion of the war.

Sir Frederick Sprott's scheme provided for the construction of a new dock immediately to the east of the existing docks. It was discussed by the Trustees at the beginning of 1919, and objection was then taken to it mainly on the ground of the inevitable congestion of the road and railway approaches to a new dock placed in that position. The objection had been strengthened by the growth and development of the Port and City in recent years and by the experience gained since the opening of the Alexandra Dock. In view of the insuperable difficulty of access by rail and road from the business quarters of the City, the Trustees were of opinion that the scheme for constructing a new dock to the east of the existing docks must be regarded as impracticable.

In November 1919 the Trustees' Chief Engineer, Mr. Messent, was placed on special duty to report on the scheme for dock extension.

Mr. Messent, in his report, recommended the construction of a dock at the north end of the Harbour on the foreshore of Trombay. That site, it was contended, had several advantages, the chief of which were :—

(1) *Approach from the Sea.*—The deep water channel ran up to the north end of Butcher and Elephanta Islands and only a short distance of easy dredging would be required to extend the channel up to the entrance of the proposed dock.

(2) *Land Approaches.*—The extent of the land available on the foreshore and on the main-land precluded any danger of congestion as regards the road and rail approaches to the new dock and ample room would be available for future railway and storage developments. It would, it was stated, be an easy matter to reclaim further land on the foreshore to the west of the proposed site when it became necessary to provide for future dock extensions.

The distance from the existing docks to the proposed dock by road would be nearly 9 miles, but this distance could be reduced to about 6 miles if a causeway were constructed from the Mazgaon-Sewri Reclamation to Trombay.

Import and Export Berths.—The Docks Committee had considered the question of reserving the proposed new docks exclusively for exports, but the consensus of opinion was against this proposal for the following reasons:—

(*a*) At the time of writing ships discharge and ship cargo simultaneously to a great extent. It would

seriously delay the turn round of a ship if she had first to complete her discharge in Alexandra Dock and then proceed to the new dock for loading.

(*b*) Congestion in the existing docks would increase with the expansion of trade, as the main source of congestion was import cargo which could not be regulated in the same way as exports.

(*c*) In the case of certain ships it would not be safe to transport them empty from the present docks to the new dock, especially in the monsoon.

For these reasons the Docks Committee were of opinion that both imports and exports should be handled at the new dock.

The question of reserving certain berths for imports and others for exports was a matter for future discussion and the Trustees asked for an expression of the opinion of the Committee of the Chamber on this and any other points connected with the scheme in which they might be interested.

The Committee in reply expressed the following views on the several points upon which their opinion had been particularly invited :—

(*a*) The Committee concurred in the views expressed by the Trustees in regard to the advantages of the site proposed by Mr. Messent in his report and they were accordingly of opinion that his recommendations in this connection should be adopted. The Committee added that they considered that the distance of the new dock from the business centres of the City would prove to be rather in the nature of an advantage than otherwise.

(*b*) As regards the question of reserving the dock exclusively for exports, the Committee agreed with the opinion expressed by the Port Trust Docks Committee and considered that both imports and exports should be handled.

(*c*) While it appeared to the Committee that both imports and exports would be handled chiefly, if not entirely, by rail at the new dock, and, consequently, that the question of reserving certain berths for imports and others for exports was one in which the Trustees must look to their Railway advisers for guidance, the Committee were of opinion that provision should be made for simultaneous loading and discharge at all berths. (*Appendix* T-8.)

WEATHER WORKING DAYS.

The following days during the Monsoon months of 1920 were declared by the Committee of the Chamber to be Half and Non-Weather Working Days for steamers in the Docks:—

Thursday, 10th June	..	Half-Weather Working Day.
Friday, 2nd July	..	Do. do
Saturday, 3rd July,	..	Do. do.
Tuesday, 6th July	..	Non-Weather Working Day.
Wednesday, 7th July	..	Half-Weather Working Day.
Thursday, 8th July	..	Do. do.
Thursday, 15th July	..	Do. do.
Monday, 26th July	..	Do. do.

The Port Officer, Bombay, also declared the following days to be Non-Weather Working Days in the Stream :—

Tuesday,	8th	June.
Wednesday,	9th	,,
Thursday,	10th	,,
Friday,	11th	,,
Saturday,	12th	,,

THE SETTING IN OR BURSTING OF THE MONSOON.

The Meteorologist informed the Chamber that the monsoon had set in on the Malabar coast on the 2nd June 1920.

WIRELESS WEATHER MESSAGES.

The Bombay Government, in November 1920, forwarded to the Chamber, for information, a copy of the following Press Communiqué, dated the 8th October 1920, issued by the Government of India, Department of Revenue and Agriculture (Meteorology), regarding the alteration of the times of transmission of the weather messages which were broadcasted twice daily from the radio stations on the Indian coast :—

"The time weather messages, which are broadcasted twice daily from the radio stations on the Indian coast, are transmitted at present at times which do not fit in with the periods of watch kept by ships with only one operator. It has, therefore, been decided to alter the times of transmission of the

weather messages to the following from the 1st November 1920:—

From	Indian Standard time.	Wave length metres.
Bombay ..	18 hours 30 minutes & 6 hours 30 minutes..	2000
Madras ..	„ „ „ „ ..	2000
Rangoon ..	„ „ „ „ ..	1200
Karachi ..	19 hours and 7 hours	2000
Calcutta ..	„ „	2000
Port Blair ..	„ „	1200

Indian Standard Time is 5½ hours ahead of Greenwich Mean Time.

2. The time signals from Calcutta will be transmitted immediately before the weather reports. A similar arrangement will hold for the time signals which will be started at Bombay at an early date.

3. The sending station will signal the "All Stations" call five times before sending the messages in order to give ship stations an opportunity of obtaining the correct adjustment of their instruments."

REPORT OF THE INDIAN COTTON COMMITTEE.

The Government of Bombay in April 1920 forwarded to the Chamber a copy of a letter that they had received from the Government of India expressing the latter's views on

certain recommendations of the Indian Cotton Committee contained in paragraphs 205, 212, 213, 223, 229 and 231 of the Report of that Committee (Chapter XVI).

In paragraph 205 of the Report the Committee suggested that cotton markets on the Berar system should be established in other provinces as soon as possible, more especially in the cotton tracts of the Bombay Presidency (except Sind), the Madras Presidency (with the exception of the Coconada tract) and the Punjab Canal Colonies. In the opinion of the Government of India this recommendation was clearly sound and they expressed a hope that the Local Governments and Administrations concerned would give it their careful attention and take necessary steps to give effect to the Committee's proposal with the aid, where necessary, of local legislation.

The Committee recommended in paragraph 212 of their Report the universal use of a cotton maund of 28 lbs., but it appeared from paragraph 213 of the Report that they did not consider any separate legislation to be necessary for the purpose. Apparently all that they intended was that standard weights should be prescribed by Local Governments as one of the conditions of the licensing of gins and presses, and further that in local legislation for the establishment of cotton markets on the Berar system power should be taken to prescribe standard weights for use in those markets. The Government of India thought that those proposals were on sound lines and should receive the careful consideration of Local Governments and Administrations.

Paragraphs 223 to 229 of the Report dealt with the important question of the licensing of gins and presses, and after giving the matter their most careful consideration, the Government of India were of opinion that the conclusions arrived

at by the Committee in this respect were entirely sound. They accordingly proposed, subject to certain minor modifications indicated below and to any observations which the Local Governments and Administrations might have to make, to accept and put into force the Committee's proposals.

The Government of India agreed with the Indian Cotton Committee that, if effect was to be given to these proposals, it would be necessary to undertake special All-India legislation for the purpose. They also agreed with the suggestion made in paragraph 227 of the Report that all gins and presses should be brought within the provisions of the Indian Factories Act, 1911 (XII of 1911), irrespective of the number of workpeople they employed. It must be realised, however, that this action would undoubtedly throw a considerably increased burden of work on the local factory inspection staff and the Government of Bombay would have to consider, separately, what increase, if any, in the number of factory inspectors would be necessary for this purpose in the Bombay Presidency.

The recommendations made by the Indian Cotton Committee in regard to the conditions on which licenses should be granted to gins and presses—*vide* paragraph 225 of the Report—appeared to the Government of India to be generally suitable, with the possible exception of condition (*m*), *viz.*, that owners of ginning and pressing factories should undertake to work for at least eight weeks in the year, unless prevented by causes beyond control. The necessity for this condition the Government of India considered to be open to doubt. If, however, the Local Governments and Administrations saw no objections to this condition, the Government of India were prepared to accept it. The proposed

condition (*l*) regarding lighting seemed to be unobjectionable, but if all gins and presses were brought within the scope of the Factories Act, no special legislation would be required to cover this point, inasmuch as Section 11 (1) of the Act already required that every factory should be sufficiently lighted.

In paragraph 229 of the Report the Committee recommended that action in regard to breaches of the conditions laid down in the license should only be taken on a complaint to the Central Cotton Committee or to the Provincial Committee. The Central Cotton Committee, the formation of which was advocated in Chapter XIX of the Report, and in connection with which Local Governments and Administrations had been separately addressed, would, after suitable enquiry, recommend to the Local Government concerned the withdrawal of the license or the issue of a warning as it thought fit. This procedure, though somewhat cumbersome, would, in the opinion of the Government of India, work satisfactorily so far as the withdrawal of licenses was concerned, but as full meetings of the Central Cotton Committee would probably be held only once or twice in a year warnings might well be issued on the recommendations of the Provincial or Local Committees.

The Government of India doubted whether it would be advisable that the conditions on which licenses should be granted or withdrawn should be entered in the specific provisions of any legislation that might be undertaken, as the conditions might vary from time to time or in different parts of the country. It must be recognised, however, that a law which gave Local Governments unrestricted power to grant, withhold, or withdraw licenses might reasonably be open to objection. For these reasons the Government of India were of opinion that the best course would be to enact that licenses

might be granted, withheld or cancelled by the licensing authority in accordance with conditions to be laid down by the Local Government, after consultation with an Advisory body on which commercial interests should be represented, and that, when the conditions laid down by the Local Government were not in consonance with the recommendations of such Advisory body, an appeal shall be allowed to the Governor General in Council. This Advisory body would, in practice, no doubt be the Central Committee recommended in Chapter XIX of the Report.

The Government of India were further of opinion that there should be no penalties laid down in the law, except the penalty of withdrawal of license for breach of the conditions, and a penalty for working a gin or press without a license. Gins and presses would, of course, be liable for breaches of the Indian Factories Act.

In the opinion of the Government of India the proposed law should apply to the whole of British India. It could not, of course, apply to Indian States, but it was essential that they should follow suit and the Government of India intended to invite them to do so as soon as a definite decision had been arrived at as regards the action to be taken in British India.

In paragraph 231 of the Report the Committee recommended the offer of concessions in regard to the grant of Government land in the case of surplus factories forming a pool. This was a matter mainly for the consideration of the Local Governments and Administrations; but the Government of India agreed with the Committee that, where members of a pool in any district kept one or more factories closed without adequate justification, no night shift working should be permitted.

In reply the Committee of the Chamber submitted their opinion on the above proposals as follows :—

They stated they were in agreement with the views of the Government of India as set forth in first four paragraphs above.

As regards the question of licenses, the Committee pointed out that the difficulty anticipated in this connection would be met by the appointment of a Licensing Authority who would refuse to grant licenses for the erection of new factories where such were unnecessary. The Committee did not consider that there was any necessity for insisting on factories working 8 weeks in the year, nor, in their opinion, would there be any advantage in so doing. They recommended, however, that the factories in question should be required to be kept in working order as was the case then under all pool agreements.

With reference to the action to be taken in regard to breaches of the conditions laid down in the license the procedure outlined was, in the opinion of the Committee, very cumbersome and they suggested the appointment of a permanent Advisory Committee (the members of which should be nominated by each Provincial Government) in which should be vested powers to grant and revoke any licenses. They recommended that there should be a right of appeal to the Central Cotton Committee in Bombay which should be asked to form small Sub-Committees in each Province to hear all appeals from their districts as the Committee considered that it was a matter of the utmost importance that all appeals should be heard without delay.

In connection with paragraph 229 of the Report of the Indian Cotton Committee, the Committee recommended

that action should be taken on complaints received through the Cotton Contracts Board, Bombay, in addition to those received from the ultimate user or exporter and they recommended accordingly that the words "or through the Cotton Contracts Board, Bombay," should be added after the word "exporter" on the 16th line of the paragraph in question. (*Appendix* U-1.)

CENTRAL COTTON COMMITTEE.

(*See Report*, 1918, *pp.* 59, 306).

The Government of Bombay in January 1920 enquired whether the Chamber would be prepared to nominate a representative on a Central Cotton Committee which it was proposed to create in Bombay on the lines laid down in Chapter XIX of the Report of the Indian Cotton Committee.

In reply the Committee stated that they were prepared to nominate such a representative. (*Appendix* U-2.)

EMPIRE COTTON GROWING COMMITTEE.

(*See Report*, 1917, *pp.* 46, 363).

Mr. N. S. Glazebrook, who was nominated to represent this Chamber on the Empire Cotton Growing Committee, resigned his seat early in 1920 as he found it very difficult to attend the meetings in London, and the Committee nominated Mr. Osborne Marshall in his stead. (*Appendix* U-3.)

THE INDIAN SUGAR COMMITTEE.

In October 1919, the Government of India appointed a Committee to investigate the question of the desirability of the extension of the sugar industry in this country, both

in its agricultural and manufacturing aspects, and of the conditions essential to the establishment of an organised industry authoritatively defined. The Committee were also asked to advise whether a definite and co-ordinated line of policy could be laid down for the promotion of further development.

In February 1920, the Secretary of the Indian Sugar Committee invited this Chamber to nominate a representative to give evidence before the Committee. As the Committee of the Chamber, however, felt that such evidence as they might be in a position to give would be of little service to the Indian Sugar Committee, they informed that Committee that they did not desire to nominate a representative. For purposes of record, however, the Government of India Resolution appointing the Indian Sugar Committee, as well as the questionaire issued by that Committee, is printed in full in *Appendix* U-4.

HIDES AND SKINS.

In May 1920, the Southern India Skin and Hide Merchants' Association, Madras, asked for the co-operation and support of this Chamber in connection with the following resolutions that were passed at the Annual General Meeting of the Association held on 30th April 1920 :—

"(1) That from 1st May 1920 shipments from all Indian ports of tanned skins for a period of three months and tanned hides for a period of six months be totally suspended, except in execution of orders already booked before that date, such orders to be recorded forthwith in writing at the office of the Association by the parties concerned.

(2) That no firm offers be made or orders accepted for a period of 3 months for tanned skins and for a period of 6 months for tanned hides from 1st May 1920.

(3) That sales of rejections of tanned skins and hides for use within India can be made, subject to the condition that if it is found that such goods are being exported from other Indian ports, then even such local sales of rejections be stopped.

(4) That the above stoppage of shipments of tanned skins and hides be reconsidered, if European shippers and others do not co-operate with this Association in this matter.

(5) That beginning with May sales, tanned goat and sheep skins should not be sold below London January sale prices, tanned sheep below London March sale prices and tanned hides below London 5th March sale prices, and that shippers and other consignors should immediately advise their London agents by wire to this effect.

(6) That the agents and brokers at London be requested to put not more than 100,000 Madras tanned hides for sale at each auction.

(7) That this information should be intimated to all shipping firms and commercial bodies connected with the trade.

(8) That from 1st May 1920, no hides should be soaked for tanning purposes, but in cases where tanners have raw hides already in stock purchased prior to 1st May the same could be soaked up till end

of May. Even such raw hides previously bought should not be put to tanning on or after 1st June 1920, but should be preserved in the raw state.

(9) That the question of skins be held over for consideration immediately after the results of sales of the 3rd May auctions are known.

(10) That copies of the above resolutions be printed in English and Tamil and circulated."

In reply the Committee stated that, while any steps taken in the interests of the trade would always have their approval and sympathy, they were of opinion that the lines upon which the business of shippers was to be transacted must be left to the decision of the shippers themselves.

At a later date this Chamber was requested by the Madras Chamber to support a telegram it had addressed to the Government of India and the London Chamber in the same connection. The Madras Chamber's telegram to the Government of India read as follows :—

" The following cable despatched to Leather Section, London Chamber of Commerce. Begins :—At joint meeting of this Chamber with Southern India Skins and Hides Merchants' Association unanimously resolved to request Home Government not to offer any of its stocks in London public auctions and not to sell below their February published prices. In view of the support given to War Office by merchants and tanners during the war, this meeting considers it very unjust Government force sale their purchases made at very low exchange in competition with shipments since made by merchants and tanners at almost double rate of exchange. Please take necessary action with authorities concerned and

inform all interested. Ends. Madras Chamber urges Government of India to cable British Government strongly supporting Madras request."

The Committee, in replying to the Madras Chamber, stated that they regretted they could not see their way to supporting the above representation in view of the fact that they had already been approached direct by the Southern India Skin and Hides Merchants' Association and had informed that Association that they could not support the proposals formulated by them.

The Southern India Skin and Hide Merchants' Association in acknowledging receipt of this Chamber's letter, referred to above, stated that the action taken by them for withholding the export of tanned skins till the end of July 1920 and of tanned hides till the end of October 1920 was taken solely in the interests of the Indian Tanning Industry and the trade engaged therein. This action, it was asserted, had the approval not only of the Indian tanners and merchants, but also the European firms in Madras. It was also stated that a meeting of the London Leather Factors, Shippers, Brokers, etc., endorsed the action of the Association as the best policy under the existing circumstances.

The Association, in view of the above, asked this Chamber to co-operate with them in the matter.

In reply, the Committee stated that, while they appreciated fully the difficulties with which the Madras Association was faced, they regretted that they could not see their way to take direct action themselves in a matter which they must regard as essentially one of domestic policy for the trade concerned. (*Appendix* V.)

THE RICE CONTROL.

The following resolution was adopted at the Conference of Chambers of Commerce held at Calcutta on the 8th and 9th January 1920 :—

" That in view of the experience of the people in Bengal and Assam during the autumn of the past year when imports of rice were not allowed in sufficient quantities from Burma to the Port of Chittagong until the distress had become acute, this Conference urges the Government to take immediate steps for allotting adequate quantities of rice from Burma to the different parts of India in consultation with the local authorities and the mercantile communities of each part."

In his letter to the Department of Commerce and Industry, a copy of which was forwarded to this Chamber for information, the Secretary of the Associated Chambers stated that the views of the delegates clearly showed that all were in favour of the Government of India taking immediate steps to allot adequate quantities of Burma rice to the different parts of India in consultation with the local authorities and the mercantile communities of each port. The special attention of Government was accordingly invited to this point as being an essential feature of the control scheme.

The Government of India, in reply, stated that under the system of food control which had been in force throughout the year 1919, and was still in force at the time of writing, allotments of Burma rice for export to each province in India were fixed monthly by the Government of India on receipt of an indent from the Director of Civil Supplies of the provinces concerned. The Director's indent, it was

added, was based on information received from local authorities as to their requirements and all that appeared necessary, therefore, was that mercantile communities shall keep in touch with local authorities as to their needs of Burma rice during the current year. (*Appendix* W-1.)

ROAD AND RAILWAY COMMUNICATIONS IN BURMA.

The following resolution was adopted at the Conference of Chambers of Commerce held at Calcutta on 8th and 9th January 1920 :—

" That the lack of sufficient roads and railways in Burma results in the crippling of the commercial development of that potentially rich province ; and

That in the opinion of the Conference the whole surplus arising from the present rice control in Burma should justly and suitably be ear-marked to be spent as opportunity occurs in the improvement of communications in Burma."

In transmitting the resolution to the Department of Commerce and Industry, the Secretary of the Associated Chambers stated that he was instructed particularly to emphasise the fact that the resolution was most strongly supported and endorsed by every Chamber represented at the Conference, as all present had recognised that the claims of Burma had been too long neglected and overlooked.

The Government of India subsequently informed the Associated Chambers that it had been decided to allocate the whole of the profits from the Burma Rice Control Scheme to the Government of Burma on condition that they could be profitably expended for the benefit of cultivator.

In response to a request from this Chamber for information as to the total amount of the profits realised by Government in the above connection, the Burma Chamber stated, in January 1921, that the latest estimate was nine crores of rupees, and it was understood that a Committee had been formed to consider the manner in which the money could be most profitably expended in conformity with the conditions imposed by Government. (*Appendix* W-2).

ANTHRAX.

(*See Reports* 1897, *pp.* 76, 352; 1906, *pp.* 119, 509; 1907, *pp.* 105, 397 and 1919, *pp.* 63, 381.)

The Bombay Government enquired of the Chamber in April 1920 as to whether there was any Association in Bombay which would like to receive telegraphic intimation of outbreaks of anthrax, in connection with the measures to be adopted for preventing the introduction into the market of hair and wool from animals suffering from that disease.

In reply, the Committee stated that they understood that the Bombay Company, Limited, of Wallace Street, Fort, Bombay, were the Secretaries in Bombay of the Wool Association and would be glad to receive, on behalf of the Association, telegraphic intimation of outbreaks of anthrax. (*Appendix* X-1.)

WEIGHTS AND MEASURES.

(*See Reports* 1906, *pp.* 116, 487; 1908, *p.* 110; 1910, *p.* 99; 1912, *pp.* 118, 646; 1913, *pp.* 45, 300; 1914, *pp.* 59, 398; 1915, *pp.* 68. 422.)

The British Chamber of Commerce of Spain, in March 1920, asked whether this Chamber would be prepared to subscribe

to a petition to be addressed to His Britannic Majesty's Government by British Chambers abroad calling attention to the volume of trade which was being lost annually by the retention of the existing system of weights and measures and to the immense advantages which would accrue to British foreign trade by the adoption of the decimal system.

In reply, the Committee stated that this question had been before the Chamber upon several previous occasions, and, while it had been conceded that such a system had a great deal to recommend it, compared with the laborious British methods of notation, it was recognised that there might be a considerable disorganisation of trade were any change introduced at this stage.

In this connection, the Committee pointed out that the traders in the vast bazaars throughout India were not, as a rule, men of any very high educational ability and the Committee feared that the introduction of any new system would cause considerable resentment and distrust. (*Appendix* X-2.)

INTERNATIONAL LABOUR CONFERENCE.

(*See Report for* 1919, *pp.* 131, 671.)

The Associated Chambers of Commerce of India and Ceylon in July 1920, forwarded to the Chamber for an expression of its views a copy of a letter that the Bengal Chamber had received from the Government of Bengal in connection with the nomination of representatives of workers and employers for International Labour Conferences and Commissions of Enquiry.

From the correspondence it appeared that the Bengal Chamber was asked to express an opinion upon the proposal made by the Board of Industries and Munitions to the effect

that the various Employers' Associations in India should devise machinery whereby they might elect for the whole of India :—

(*a*) delegates and advisers to represent employers at the periodical general conferences to be held from time to time in accordance with the provisions of Article 389 of the Peace Treaty ; and

(*b*) a representative for India for the employers' panel from which members of Commissions of Enquiry, to be constituted under Article 412 of the Treaty, were to be selected.

It was stated by the Government of India that the Treaty came into force on the 10th January 1920, that nominations for the first panel to be formed under Article 412 had to be made before the 10th July 1920 ; that they had decided to ask the Bombay Millowners' Association to choose an employers' representative ; and that they proposed to ask Mr. N. M. Joshi to serve as the representative of workers. The nominations would be for a period of two years.

The Committee, in replying to the Associated Chambers of Commerce, stated that they were of the opinion that the most suitable method whereby the employers' delegates and their advisers might be elected for the whole of India would be for Government to authorise the Associated Chambers of Commerce to nominate the employers' delegate and for the Chambers of Commerce in each of the four, or more, chief industrial centres to be invited each to nominate one adviser, in consultation with the other interests represented in the area.

The Committee, in making the above recommendations, had particularly in mind the views expressed by the employers' delegate in his report upon the proceedings of the last Con-

ference and, more especially, that part of the report in which reference was made to the large number of Sub-Committees appointed by the Managing Body and upon which it was essential that India should be adequately represented. If, therefore, the employers' delegation was chosen in the manner above suggested, the Committee were of the opinion that it should then be possible for the work to be divided evenly and in such a way as to ensure that the representatives upon each Sub-Committee had not only a knowledge of Indian labour conditions generally, but also stood more chance of being conversant with the particular type of labour under discussion.'

Later in the year, the Associated Chambers of Commerce informed this Chamber that the Bombay Millowners' Association was convening a meeting of representatives of Associations and other bodies representing employers of labour in India, in the rooms of the Bombay Millowners' Association, on Tuesday, the 14th December 1920, for the purpose of—

(*a*) Recommending the Employers' delegate and his advisers for nomination to the next International Labour Conference;

(*b*) Considering the desirability of forming a Federation of Associations or other large bodies of employers of labour in India.

The Associated Chambers of Commerce suggested that this Chamber might nominate a representative to attend the meeting on behalf of the Associated Chambers.

The Committee accordingly nominated Mr. H. P. Hebblethwaite of Messrs. Killick Nixon & Co. to attend.

A copy of the proceedings of the meeting referred to above is, for purposes of record, printed in *Appendix* X-3.

REFERENCES TO THE CHAMBER.

Freight Outwards payable in Bombay.

(*See Reports* 1875-76, *page xxix ;* 1887, *pp.* 64, 289 : 1911, *pp. xxxviii*, 63 ; 1916, *page* 73 ; 1917, *page xv* ; 1918, *page* 54.)

In connection with the Chamber's ruling in regard to sterling freight outwards from Bombay payable in Bombay an enquiry was received, in March 1920, from a firm of shippers as to whether Sunday should be considered as the first or the last day of the "subsequent week" referred to in the ruling. The Committee, pending confirmation at a General Meeting of members, decided to issue a circular to all members amending the ruling in question as follows so as to make the point quite clear : ".....and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable to goods shipped during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's Current Quotations ;....."

This ruling also applies to freight inwards payable in Bombay.

Discharge of Cargo in the Stream.

An enquiry was received from a member in March 1920, as to whether, in connection with the outturn of a steamer discharging in the stream, it was a custom of the port to accept the tally clerks' figures of packages landed. In reply the Committee stated that in their opinion if the quantity delivered by the Customs exceeded the quantity tallied off the ship it could not be said that it was a custom of this port to accept the tallying off the ship as the correct number of packages. If such were the case a consignee might receive his full consignment and yet claim on the ship for shortage.

From enquiries made the Committee understood that the Customs charged duty on the actual number of packages delivered to a consignee, and if there were any difference between the quantity delivered and quantity actually arrived by steamer the Customs duty thereon would be recovered from the ship.

Payment by Steamship Companies of Claims for Shortages.

A member in September 1920, enquired whether there was any ruling of the Chamber as to the rate of exchange at which claims for shortages were paid by steamship companies, *i.e.*, whether the steamship companies should pay at the rate of exchange ruling on the date of the steamer's arrival or at the rate ruling at the time of payment of the claim.

In reply the Committee drew the attention of the member to the ruling of the Chamber in 1891 when it was held that consignees were entitled to be paid at the rate of exchange ruling on the day on which a claim was passed for payment.

The Committee added, however, that the above ruling was laid down in 1891, but the majority of firms had adopted the custom of paying claims at the rate of exchange ruling on the day on which the steamer arrived as being most approximate to the date on which consignors would retire their bills.

At a later date an enquiry was received from a member as to whether consignees were entitled to 10 per cent. over and above the C. I. F. value when recovering claims from steamer agents for short landed packages.

In reply, the member was informed that in the opinion of the Committee an allowance of 12½ per cent. on the C. I. F. Invoice value, which covered duty and charges, was generally

accepted by shipping companies and merchants as a fair one in settlement of claims. The extra 2½ per cent. over the figure quoted by the member was added when the import duty was raised from 5 per cent. to 7½ per cent.

Commission Paid to Freight Brokers.

A member in October 1920, enquired as to what was the rate of commission usually paid by shipping companies to freight brokers for obtaining freight, and also whether there had recently been a general increase in these rates.

In reply, the Committee stated that the brokerage paid by shipping companies to recognised brokers for obtaining freight had been, for many years past, annas four per ton, but it had recently been raised to annas six per ton. Early in January 1921 the Committee issued a ruling to the effect that, pending confirmation by the general body of members at the forthcoming annual general meeting, the brokerage paid by shipping companies in Bombay to recognised brokers for securing freight homeward shall be annas six per ton.

"June–July" Shipment.

In replying to an enquiry from the Punjab Chamber of Commerce, Delhi, with regard to the meaning of certain commercial terms, the Committee stated that, in their opinion, the meaning of the terms in question was as under:—

June–July June and July June or July June to July	The shipper has the right to ship a portion of or the whole consignment within the months specified.
June–July equally.	Half the consignment must be shipped within each of the months specified.

SCHEME FOR INDUSTRIAL AND TECHNICAL EDUCATION.

The Government of Bombay, in October 1920, informed the Chamber that they had decided to appoint a Committee to draw up a comprehensive scheme for technical and industrial education in the Bombay Presidency consisting of one representative of each of the following bodies :—

(1) The Bombay University ;
(2) The Bombay Chamber of Commerce ;
(3) The Indian Merchants' Chamber and Bureau ;
(4) The Millowners' Association, Bombay ;
(5) The G. I. P. Railway ;
(6) The B. B. &. C. I. Railway ;

and of the following gentlemen :—

(7) The Hon'ble Mr. R. P. Paranjpye, M.A., B.Sc., Principal, Fergusson College, Poona,
(8) Lieut.-Col. G. H. Willis, C.I.E., M.V.O., R.E., Mint Master, Bombay ;
(9) Mr. G. H. Thistleton Dyer, M.A., M.I.C.E., Director of Industries, Bombay Presidency ;
(10) Mr. T. S. Dawson, Principal, Victoria Jubilee Technical Institute, Bombay ;
(11) Mr. K. R. Kanitkar, Professor of Physics, Fergusson College, Poona ;

The Chamber was accordingly requested to nominate a representative on the above Committee. The Committee of the Chamber duly nominated Mr. J. C. K. Peterson, C.I.E., of Messrs. Tata Sons, Limited. (*Appendix* Y-1.)

COMMERCIAL INTELLIGENCE DEPARTMENT.

The Government of Bombay, in December 1919, forwarded to the Chamber a copy of a letter from the Government of India with reference to the Industrial Commission's

recommendations relative to the collection of commercial intelligence, and asked for the Chamber's views on the subject.

The organisation which the Government of India proposed was broadly as follows :—

A Director-General of Commercial Intelligence with headquarters at Calcutta, assisted by a Deputy Director-General and an Assistant Director-General at that port, assistance which should enable the Director-General to tour more extensively over India than had hitherto been possible.

A Deputy Director-General at Bombay, assisted by an Assistant Director-General, who however might preferably be stationed at Karachi.

Certain officials in other Indian trade centres, who would act as Trade Correspondents of the Director-General.

The Government of India pointed out that a possible development in the future might be some form of amalgamation between the Commercial Intelligence Department, including Trade Commissioners, and the Imperial Customs Service, and one advantage of the extended organisation proposed was that it would provide a more adequate reserve than existed at present of officers with specialised training in commercial matters, from which the Government of India might be able to fill higher vacancies in the Department of Commerce.

The Committee, in replying, stated that they were in full agreement with the proposals of the Government of India, but they were not prepared to offer an opinion upon the suggestion in regard to the amalgamation between the Commercial Intelligence Department and the Imperial Customs Service until they were in receipt of more detailed information regarding the same. (*Appendix* Y-2.)

STORES PURCHASE COMMITTEE.

The Government of India, in November 1919, informed the Chamber that, in pursuance of the recommendation of the Industrial Commission, a Stores Purchase Committee would tour round India during the cold weather of 1920 for the purpose of investigating the question of a Government Stores Purchasing Agency. The Chamber was asked to nominate two representatives to give evidence before the Committee.

The terms of reference to the Committee were as follows :—

In view of the necessity of encouraging Indian Industries, while at the same time securing economy and efficiency in the purchase of Government requirements, the Committee should enquire and report :—

(*a*) What measures are required to enable the Departments of the Government of India and of Local Governments to obtain their requirements as far as possible in India, and what Central and Local Agencies for purchase and inspection should be constituted.

(*b*) What should be the relations of such agencies with one another and with the Stores Department of the India Office (or such other purchasing organisation in England as may hereafter take the place of that Department).

(*c*) What modifications of the Stores Rules will the scheme recommended by the Committee necessitate.

At a later date a questionaire was also forwarded to the Chamber.

As it was not possible to answer all the questions in each section the Committee of the Chamber decided to embody in one statement their replies, as under, to each group of questions :—

I. *Purchase* :—The Chamber advocated the formation of a Central Agency for purchase on account of all departments of the Government of India and Local Governments, but they also advocated the formation of Local Agencies in the various Provinces who should have as free a hand as possible and to whom the Central Agency would exist mainly as a reference and a check.

As the Chamber was decidedly of the opinion that it would be to the advantage of local and quasi-public bodies, Company-owned railways and British Colonies and Protectorates which bought stores in India, to make their local purchases through the Central Stores Agency, they considered that the bodies in question should contribute towards the maintenance of the Agency.

With regard to the purchase of stores by Departments of the Government of India as opposed to that by Local Governments, the Chamber, having recommended the adoption of a system of decentralisation, considered that departments of the Government of India should also obtain their requirements through Local Agencies wherever practicable.

The Chamber had no observations to offer regarding the introduction of simultaneous tendering in India and England, beyond expressing the opinion that the establishment of a Central Stores Department would render the introduction of such a system possible. In the same way, they pointed out, in connection with the existing system, the delays which occurred under the same.

II. *Inspection* :—The Chamber in this connection were in favour of the adoption of some system such as that set forth in Appendix 'A' whereby the inspection became the duty of a separate department and organisation under the Central Agency. They considered, however, that officials of this department should have the necessary expert knowledge of all classes of articles that they might be called upon to handle.

III. *Home Indents* :—In the opinion of the Chamber it naturally followed from the creation of the Agency outlined above that the Stores Rules of 1913 required considerable modification. They considered that purchases of European and other foreign stores (whether in India or abroad at the time of purchase) should be made through established Indian branches of British manufacturing firms under similar conditions to those adopted in the case of established merchant firms in India. The grant of this concession would, in their opinion, tend towards firms increasing their holdings of stocks in India and further would give encouragement to such firms to establish manufacture in India.

With regard to all Home Indents, the Chamber considered that the same should be carefully scrutinised by an efficient central department in India, before submission to the Director General of Stores.

IV. *Stocks* :—The opinion of the Chamber with regard to this question was that the formation of Central Stock Depots by Government in India was inadvisable as it was outside the scope of the new department which should be regarded purely as an agency and in no sense a trading concern.

V. *General* :—The majority of the questions asked under this section could hardly be answered by the Chamber of

Commerce and the Chamber, therefore, confined their attention to two questions only, *viz.*, Nos. 23 and 27. With regard to the first, the Chamber considered that it would be both feasible and advantageous for the Central Agency to collect and disseminate to purchasing officers prompt and reliable information regarding the prices, capacity and performances of contracting firms. In the same way, they considered also that the cost of the Central and Local Purchasing Agencies should be met by a percentage charge on orders placed with them.

Questions 23 and 27 referred to above read as follows :—

" (23) Do you consider that it would be feasible for a Central Agency to collect and disseminate to purchasing officers prompt and reliable information regarding the prices, capacity and performances of contracting firms ?

(27) Should the cost of the Central and Local Purchasing Agencies be met by a percentage, charge on orders placed with them ? "

Mr. H. L. Richardson, of Messrs. Richardson & Cruddas & Co., at the request of the Committee of the Chamber gave oral evidence on behalf of the Chamber before the Stores Purchase Committee when the latter visited Bombay in February 1920. (*Appendix* Y-3.)

WEEKLY REST DAY TO COMMERCIAL EMPLOYEES.

The Government of Bombay, in November 1920, asked the Chamber as to what extent a weekly rest day was given to commercial employees in Bombay. The opinion of the Committee on the desirability of legislation in this respect was also invited.

In reply, the Committee stated that it was the practice of European commercial firms to close their offices early on Saturday afternoon and also on Sundays. While, no doubt, there were occasions when clerks were required to attend at their offices for urgent and special work on Sunday such contingencies were, in the opinion of the Committee, exceptional ones and they did not consider legislation in any form was required in that respect. (*Appendix* Z-1.)

PUBLIC HOLIDAYS IN 1920.

In addition to the usual public holidays, the following day was, during 1920, declared by Government to be a holiday under the Negotiable Instruments Act:—

24th May 1920. Empire Day.

The above day was also declared by the Committee of the Chamber to be a Charter Party Holiday.

HOLIDAYS IN GOVERNMENT OFFICES.

The Government of Bombay, in December 1919, informed the Chamber that they had under consideration the question of the number of holidays which their servants enjoyed throughout the year. It was observed that, while the sectional holidays were enjoyed only by certain classes of the community and were not given as a matter of course, all Government servants were considered as entitled to the holidays under the Negotiable Instruments Act. The total number of days thus enjoyed was 28 in the year, and, in the opinion of the Governor in Council, the interruption of work at intervals on so many occasions was undesirable.

It was suggested that it might be perhaps possible that a sensible reduction might be effected in the number of such general holidays by transfer to sectional holidays, and the opinion of the Chamber on this point was desired.

As the intentions of Government in regard to the question were not, in the opinion of the Committee quite clear, the Committee asked Government to outline their proposal rather more definitely.

In reply, Government stated that on Bank Holidays, *i.e.*, holidays declared under the Negotiable Instruments Act, Government offices were closed, subject to provision for urgent work, while on sectional holidays such offices were kept open in view of the fact that the holidays were enjoyed only by certain classes of the community. Such sectional holidays were, therefore, enjoyed only by those clerks who belonged to the community affected and that only if they could be spared. The number of Bank Holidays fixed by Government was 28, and the Governor in Council was inclined to the view that the interruption of work in Government offices on so many occasions was undesirable. In order to remove the inconvenience caused by the total cessation of work on so many days, it was considered that a sensible reduction might be effected in the number of Bank Holidays by transferring some of them to the list of sectional holidays. Government, of course, could limit the number of Bank Holidays to be enjoyed by their servants, but they were unwilling that their own servants should be less well off than their brethren in mercantile houses in respect of general holidays. Before coming to a final decision Government stated that they desired to test the feeling of the com-

mercial community in the matter, as it was possible that business offices also felt that the number of Bank Holidays was excessive.

After careful consideration of the matter, the Committee informed Government that they were not in favour of reducing the number of holidays at present declared under the Negotiable Instruments Act. (*Appendix* Z-2.)

THE LATE PROFESSOR ANSTEY, PRINCIPAL OF SYDENHAM COLLEGE OF COMMERCE AND ECONOMICS, BOMBAY.

At their meeting on the 1st December 1920, the Committee passed the following resolutions :—

RESOLVED—(1) That the Committee desire to place on record their deep appreciation of the services rendered by the late Professor Anstey to the cause of commercial education in Bombay, their regret at his untimely death and their respectful sympathy with his widow and family in their bereavement.

(2) That the terms of the foregoing resolution be communicated to Mrs. Anstey and the College Authorities.

EXHIBITIONS.

Papers in connection with the following Exhibitions and Fairs were received during the year under report, and were made available to members :—

The Annual Commercial Fair, Brussels, 4th to 21st April 1920.

The International Fair, Barcelona, from 15th to 30th May 1920.

The Paris Fair, 5th to 20th May 1920.

The Seventh National Foreign Trade Convention, San Francisco, 12th to 15th May 1920.

The Permanent International Exhibitions, Paris.

The Exhibition of the British Institute of Industrial Art, London, September 1920.

The British Industries Fair, London, Birmingham and Glasgow, 1921.

The Industrial Fair, Christiania, Norway, 5th to 12th September 1920.

The Twenty-first International Shoe and Leather Fair, Islington, 4th to 9th October 1920.

The British Empire Exhibition, London, 1923.

RAINFALL AT BOMBAY, 1843 TO 1920.

The following statement, showing the Rainfall registered at the Colaba Observatory, Bombay, for each month, during the years 1843 to 1920, is published for the information of members:—

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Annual Total.
1843 ..	..	..	..	..	0·15	7·41	20·62	17·70	8·39	0·77	..	..	55·24
1844 ..	0·06	0·33	..	..	..	13·59	29·28	5·91	8·05	0·40	..	0·10	62·71
1845 ..	..	..	..	..	..	17·88	18·07	9·54	8·63	..	..	..	54·12
1846 ..	..	..	..	..	..	26·41	13·19	6·65	6·65	1·03	..	..	73·93
1847 ..	0·09	0·02	..	0·31	1·40	37·56	16·46	8·68	5·68	0·28	5·53	..	76·01
1848 ..	..	..	..	0·59	5·67	39·98	13·90	7·37	2·32	5·84	0·19	..	75·86
1849 ..	0·34	..	..	..	..	23·41	50·99	12·66	26·13	0·75	0·61	..	114·89
1850 ..	..	..	..	..	..	14·80	20·15	5·39	4·77	4·89	0·25	..	50·25
1851 ..	..	..	..	..	0·52	24·50	47.02	20·03	3·89	0·04	0·07	..	96·07
1852 ..	..	..	0·01	..	0·30	21·76	22·17	11·16	12·67	0·19	..	1·01	69·27
1853 ..	..	0·05	0·02	..	..	33·70	13·05	5·95	9·83	..	..	..	62·60
1854 ..	..	..	..	..	..	16·34	38·95	8·90	13·61	7·49	1·85	..	82·14
1855 ..	..	.	..	..	..	20·18	11·83	3·82	5·29	9·06	..	..	50·18
1856 ..	..	..	..	..	2·05	24·66	24·48	6·73	7·78	0·06	..	0·12	65·92
1857 ..	..	..	..	..	0·57	9·26	8·74	15·71	14·31	2·78	..	..	51·27
1858 ..	..	..	..	0·15	1·57	14·44	20·12	7·48	15·47	3·22	..	..	62·45
1859 ..	..	..	..	..	..	26·87	28·70	14·59	5·94	1·06	..	..	77·16
1860 ..	..	..	..	..	0·03	21·97	22·39	7·11	8·15	2·50	.	..	62·15
1861 ..	..	..	..	..	0·69	15·43	25·34	30·35	3·24	1·86	..	..	76·91
1862 ..	..	..	..	..	0·01	22·31	15·10	12·65	21·69	1·42	0·45	.	73·63
1863 ..	0·41	..	..	0·11	0·07	23·41	30·78	10·60	9·98	2·32	..	..	77·68
1864 ..	..	..	..	..	0·01	15·42	13·36	10·72	5·59	..	0·47	..	45·57
1865 ..	0·38	..	..	..	..	10·61	18·28	36·42	4·86	6·16	1·14	..	77·85
1866 ..	..	0·11	..	..	..	13·47	40·34	20·34	3·44	0·74	..	..	78·44
1867 ..	..	..	..	..	..	8·70	39·39	12·21	6·80	5·05	0·13	..	72·30
1868 ..	..	..	0·01	..	..	13·52	20·43	20·29	7·71	0·14	0·02	..	62·12
1869 ..	..	..	..	..	0·03	26·22	23·89	15·24	22·56	3·55	0·05	0·12	91·66
1870 ..	..	..	0·03	0·02	..	21·73	26·43	6·27	7·08	4·65	..	..	66·21
1871 ..	2·22	..	..	..	1·25	8·91	9·96	8·95	6·01	0·25	2·97	0·06	40·58
1872 ..	..	..	..	..	0·06	24·43	24·84	9·49	16·59	1·07	..	..	76·48
1873 ..	..	0·05	..	..	0·51	20·36	16·98	23·96	7·77	0·07	..	..	69·70
1874 ..	..	..	..	..	0·05	18·68	41·24	11·14	11·05	0·02	..	..	82·18
1875 ..	0·47	..	..	..	..	24·36	15·39	12·23	31·76	..	0·35	..	84·56
1876 ..	..	..	..	..	0·01	12·97	23·69	8·66	4·68	..	..	..	50·01
1877 ..	0·22	0·52	..	..	..	35·58	11·10	8·51	8·89	8·33	..	..	73·15
1878 ..	0·05	..	..	0·02	0·02	19·99	48·33	20·46	16·42	4·89	2·61	..	112·77
1879 ..	..	..	0·03	..	5·23	16·56	11·21	22·36	5·61	0·40	..	..	61·40
1880 ..	..	0·01	0·02	..	..	21·48	18·37	4·08	22·80	1·18	..	..	67·94
1881 ..	..	..	0·04	..	0·36	15·29	29·47	19·06	4·56	4·17	0·09	..	73·04
1882 ..	..	0·04	0·02	0·08	0·02	27·54	26·94	3·36	10·08	1·12	0·03	..	69·23
1883 ..	0·12	..	..	..	0·33	13·65	39·88	12·57	12·37	10·40	0·86	..	90·18
1884 ..	0·08	..	..	..	..	13·25	25·87	15·29	17·04	2·22	0·60	1·14	75·44
1885 ..	..	..	..	..	0·02	5·11	21·81	25·42	12·01	3·54	..	..	67·91
1886 ..	..	..	..	0·01	0·96	43·45	35·79	10·69	6·54	1·69	0·61	..	99·74
1887 ..	..	..	..	0·02	0·09	24·07	30·98	17·59	18·23	2·79	1·02	0·16	94·95
1888 ..	1·85	0·02	0·10	..	..	15·76	22·47	11·43	4·92	0·11	1·16	..	57·82
1889 ..	..	..	..	..	0·67	19·89	30·45	10·32	2·71	3·80	..	..	67·84
1890 ..	..	..	..	0·01	0·06	24·55	21·54	10·61	6·45	0·58	1·25	1·13	66·18
1891 ..	..	..	0·22	..	..	13·99	32·48	6·94	22·58	1·04	..	..	77·20
1892 ..	..	..	..	..	0·11	13·30	28·86	36·56	13·73	1·89	0·67	..	95·12
1893 ..	..	0·14	..	0·02	6·30	21·47	16·14	13·55	7·54	0·45	1·63	..	67·24
1894 ..	0·22	..	0·06	0·01	..	16·87	26·16	8·40	12·04	3·08	..	0·01	66·85
1895 ..	..	0·07	..	..	0·08	17·84	18·04	15·97	11·91	3·69	0·06	..	67·59
1896 ..	..	..	..	..	0·26	28·02	36·44	20·77	1·62	0·01	0·53	..	87·65
1897 ..	0·01	..	..	..	..	14·40	30·19	13·82	20·60	2·51	0·22	..	81·75
1898 ..	..	0·17	..	..	0·16	27·21	20·72	5·28	19·94	0·48	0·13	..	74·09

Year.	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November	December.	Annual Total.
1899	..	...	..	..	1·57	0·08	20·81	4·72	5·23	3·49	..	..	..	35·90
1900	..	..	..	..	..	..	18·26	25·75	17·62	7·49	..	..	..	69·12
1901	..	0·74	..	..	0·04	0·01	25·36	32·70	14·27	1·83	0·39	..	..	75·32
1902	..	..	..	..	..	..	9·77	16·96	16·58	27·11	0·78	0·01	0·81	71 97
1903	..	..	..	0·17	..	7·79	19·75	24·82	13·23	7·32	5·91	..	..	84·49
1904	..	..	..	0·07	..	0 02	15·10	10·14	5·72	1·81	0·86	..	..	33·42
1905	..	..	0·08	..	..	..	6·53	15·81	4·35	6·16	0·20	1·04	..	33·56
1906	..	..	0·15	..	..	..	12·91	18·34	20·22	3·38	..	..	..	56·30
1907	..	..	0·27	..	0·06	..	22·48	59·05	15·99	2·26	0·67	..		100·73
1908	..	0·09	0·07	0·06	..	..	13·39	23·65	9·87	6·79	0·82	..	..	53·54
1909	..	..	..	..	..	..	16·60	30·05	3·52	16·05	..	..	..	71·22
1910	..	..	..	..	..	0·03	23·50	6·50	18·15	15·25	4·29	0·14	..	67·86
1911	..	0·06	..	..	..	0·04	10·85	15·24	17·09	2·96	..	0·27	..	46·51
1912	..	..	..	..	..	0·43	10·79	25·40	9·90	3·26	0·65	3·62	..	54·05
1913	..	..	0·07	..	..	..	25·81	33·33	3·72	5·75	2·85	..	..	71·03
1914	..	..	0·08	..	0·07	..	16·65	30·13	13·27	21·06	0·91	0·18	..	81·45
1915	..	..	0·30	0·69	0·06	0·36	39·78	14·62	5·45	10·78	2·55	0·02	..	77·61
1916	..	..	..	..	0·04	0·07	23·43	22·78	19·51	14·59	4·79	0·72	..	85·93
1917	..	..	1·68	..	..	0·88	14·96	13·26	32·18	16·92	19·96	..	..	99·54
1918	..	..	..	1·46	..	11·00	10·82	4·25	4·81	3·11	..	0·09	..	35·54
1919	..	0.11	..	..	..	..	16·91	31·30	10·85	8·03	1·54	0·18	..	68·32
1920	..	0·92	0·33	..	..	..	8·16	22·00	5·19	4·05	0·34			41·95

RAINFALL OF THE YEAR 1920.

The following table, in which the year is divided into the Meteorological Seasons observed in the Meteorological Department, is compiled from the Reports issued by that office in order to present, in a condensed form, a definite record of the weather of the past year :—

	Stations.	From 1st Nov. 1919 to 31st May 1920.			From 1st June to 31st Oct. 1920.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
Persian Gulf.	Bushire	..	..	..	0	0·10	— 0·10
	Do. (30th)	..	..	..	0	0·09	— 0·09
	Jask	6·97	4·06	+ 2·91	0·11	0·14	— 0·03
	Muscat	0·82	3·91	— 3·09	0	0·25	— 0·25
Punjab.	Multan	3·96	2·07	+ 1·89	2·30	4·85	— 2·55
	Rawalpindi	..	..	....	12·51	22·30	— 9·79
	Lahore	3·98	4·65	— 0·67	7·82	14·93	— 7·61
	Hissar	2·91	2·77	+ 0·14	4·48	11·25	— 6·77
	Ambala	6·29	6·70	— 0·41	12·33	23·93	—11·60
	Delhi	2·89	4·01	— 1·12	20·93	23·37	— 2·44
United Provinces.	Agra	2·47	2·51	— 0·04	20·91	24·18	— 3·27
	Mainpuri	2·93	3·19	— 0·26	20·11	24·11	— 4·00
	Jhansi	1·58	2·31	— 0·73	19·20	33·64	—14·64
	Cawnpore	2·51	2·74	— 0·23	20·06	33·16	—13·10
	Allahabad	1·32	2·71	— 1·33	33·09	36·09	— 3·00
Sind & Rajputana.	Jacobabad	1·16	1·37	— 0·21	1·45	2·22	— 0·77
	Karachi	1·28	1·71	— 0·43	0·58	5·92	— 5·34
	Ajmer	3·22	2·05	+ 1·17	20·48	18·18	+ 2·30
	Jaipur	3·24	2·23	+ 1·81	28·48	21·40	+ 7·08
	Kotah	2·27	1·95	+ 0·32	21·15	24·58	— 3·43
	Mount Abu	7·54	1·94	+ 5·60	33·44	56·25	—22·81

	Stations.	From 1st Nov. 1919 to 31st May 1920.			From 1st June to 31st Oct. 1920.		
		Actual.	Average.	Variation.	Actual.	Average.	Variation.
Gujarat, Kathiawar and Central India West.	Bhuj	0·20	0·62	— 0·42	10·40	13·74	— 3·34
	Dwarka	1·10	0·84	+ 0·26	10·66	13·66	— 3·00
	Veraval	1·75	0·51	+ 1·24	19·38	17·77	+ 1·61
	Rajkot	5·63	0·67	+ 4·96	19·19	25·39	— 6·20
	Bhavnagar Para	6·90	0·72	+ 6·18	20·44	26·18	— 5·74
	Surat	4·11	0·54	+ 3·57	27·14	40·44	— 13·30
	Ahmedabad	5·52	0·52	+ 5·00	19·16	28·63	— 9·47
	Deesa	6·12	0·73	+ 5·39	13·69	22·84	— 9·15
	Neemuch	6·06	1·41	+ 5·25	27·56	26·62	+ 0·94
	Indore	5·90	1·64	+ 4·26	34·00	30·70	+ 3·30
Central Provinces.	Jubbulpore	1·56	3·63	— 2·07	30·74	51·38	— 20·64
	Saugor	2·15	2·95	— 0·80	34·40	41·81	— 7·41
	Hoshangabad	4·59	2·54	+ 2·05	30·72	45·73	— 15·01
	Khandwa	6·77	1·77	+ 5·00	22·81	27·77	— 4·96
	Akola	1·23	2·62	— 0·69	10·47	29·37	— 18·90
	Amraoti	3·20	2·81	+ 0·39	13·70	30·55	— 16·85
	Nagpur	2·41	4·04	— 1·63	27·24	45·10	— 17·86
	Chanda	2·55	4·21	— 1·66	28·32	48·47	— 20·15
	Raipur	2·46	3·87	— 1·41	33·96	46·15	— 12·19
Konkan	Bombay	1·50	1·35	+ 0·15	39·73	69·80	— 30·07
	Ratnagiri	0·78	2·18	— 1·45	57·57	98·14	— 40·57
	Marmugao	3·61	3·66	— 0·05	74·98	90·18	— 15·26
	Karwar	..	..	..	80·61	115·47	— 34·86
Bombay Deccan, and Hyderabad	Malegnon	2·80	2·00	+ 0·80	9·20	20·58	— 11·38
	Ahmednagar	4·91	2·66	+ 2·25	9·55	19·67	— 10·12
	Poona	3·62	2·89	+ 0·73	23·84	24·36	— 0·52
	Sholapur	4·51	3·17	+ 1·34	12·37	25·35	— 12·98
	Bijapur	3·00	3·53	— 0·53	13·09	16·97	— 3·88
	Belgaum	7·84	6·27	+ 1·57	38·54	44·59	— 6·05
	Aurangabad	3·16	2·58	+ 0·58	7·85	25·20	— 17·35
	Nizamabad (Indore)	2·52	3·11	— 0·59	23·57	37·72	— 14·15
	Hyderabad	13·19	3·97	+ 9·22	16·97	27·65	— 11·68
Malabar and Ceylon.	Mangalore	14·11	10·62	+ 3·49	112·59	115·81	— 3·22
	Calicut	25·6.	18·35	+ 6·66	125·12	98·94	+ 26·18
	Cochin	29·78	27·90	+ 1·88	109·80	86·70	+ 23·10
	Colombo	58·14	48·86	+ 4·28	37·42	35·71	+ 1·71
Madras (excluding Malabar and Mysore.	Masulipatam	14·81	8·78	+ 6·03	24·33	31·43	— 7·10
	Bellary	7·99	5·34	+ 2·65	15·32	14·79	+ 0·53
	Cuddapah	10·49	7·22	+ 3·27	23·40	23·81	— 0·41
	Madras	28·15	22·48	+ 5·77	26·41	27·37	— 0·96
	Bangalore	10·55	9·60	+ 0·95	19·30	25·50	— 6·20
	Coimbatore	10·17	9·88	+ 0·29	7·52	12·32	— 4·80
	Trichinopoly	27·38	14·35	+13·03	19·03	18·31	+ 1·32
	Negapatam	56·27	32·63	+23·04	20·55	21·52	— 0·97

COAL.

Imports of Coal into Bombay by Sea and Rail.

The following Return of the Imports of Coal into Bombay by Sea and Rail in the years 1914 to 1920, is printed for the information of members:—

From	1914.	1915.	1916.	1917.	1918.	1919.	1920.
By Sea.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.	Tons.
Europe (Private Owners)..	166,340	23,044	..	2,276	1,230	1,630	288
Do. (Railways) ..	6,980	..	..	..	..	..	..
Australia (Private Owners).	15,112	17,665	9,384	7,275	..	1,604	5,863
Do. (Railways) ..	..	..	..	..	..	..	..
Japan (Private Owners) ..	15,105	10,739	..	191	613	700	3,297
Do. (Railways)	11,084	..	..	..	..	..	..
Africa (Private Owners)..			13,985	12,341	35,698	33,489	14,590
Other Ports (Private Owners)	122030	47,783	135	30	90	..	302
Africa (Railways).. ..	3,000	46,528	..	..	..	..	..
Other Ports (Railways) ..			..	..	..	..	..
Calcutta (Private Owners)..	417,495	177,695	1,444	..	..	9,065	294,972
Do. (Railways) ..	216,316	52,966	..	..	..	..	..
Total—By Sea ..	973,462	376,420	24,949	22,713	37,631	46,388	319,307
Total—By Rail ..	183,472	640,247	1,563,243	2,480,792	1,365,404	1,353,724	963,261
Grand Total ..	1,156,934	1,016,667	1,588,191	2,502,905	1,403,035	1,400,112	1,282,569

WHEAT.

The undermentioned notes have been made from the final general memorandum of the Wheat Crop of 1919-20:—

The total area was estimated at 23,976,000 acres as against 23,798,000 acres the previous year, or an increase of 26 per cent.; the total yield was estimated at 10,092,000 tons as against 7,598,000 tons the previous year, or an increase of 34 per cent.

The detailed figures are as follows :—

(*1*) *Area* (*in thousand acres*).

Provinces and States.	1919-20.	1918-19.	Increase.
Punjab (*a*)	9,953	8,536	+ 1,417
United Provinces	7,037	5,444	+ 1,593
Central Provinces and Berar (*a*) ...	3,321	2,881	+ 440
Bombay (*a*)	1,849	(*b*)1,017	+ 832
Sind (*a*)...	587	349	+ 238
Bihar and Orissa	1,145	965	+ 180
North-West Frontier Province	1,026	872	+ 154
Bengal	116	(*b*)115	+ 1
Delhi	31	23	+ 8
Ajmer-Merwara	24	6	+ 18
Central India	3,051	(*b*)2,301	+ 750
Hyderabad	770	623	+ 147
Rajputana	976	603	+ 373
Baroda	85	59	+ 26
Mysore	5	4	+ 1
Total	29,976	(*b*)23,798	+ 6,178

(*a*) Includes Indian States. (*b*) Revised figures.

(*2*) *Yield* (*in thousand tons*).

Provinces and States.	1919-20.	1918-19.	Increase.	Yield per acre.	
				1919-20.	1918-19.
				£	£
Punjab (*a*)...	3,884	2,893	+991	874	759
United Provinces...	2,996	2,304	+692	954	948
Central Provinces and Berar (*a*).	863	701	+162	582	545
Bombay (*a*)	466	(*b*) 196	+270	565	432
Sind (*a*)	135	115	+ 20	515	738
Bihar and Orissa	498	360	+138	974	836
North-West Frontier Province.	280	(*b*) 225	+ 55	611	578
Bengal	28	22	+ 6	541	429
Delhi	13	12	...	867	1,169
Ajmer-Merwara	5	2	+ 3	467	747
Central India	666	(*b*) 491	+175	489	478
Hyderabad	53	41	+ 12	154	147
Rajputana	185	135	+ 50	425	501
Baroda	20	10	+ 10	527	380
Mysore	1	1	...	290	330
Total ...	10,092	(*b*)7,508	+2,584	754	707

(*a*) Includes Indian States. (*b*) Revised figures.

The following figures show the total acreage and outturn of wheat in each official year from 1884-85 to 1919-20 :—

Years.	Acres.	Outturn in Tons.
1884-85	27,820,000	8,013,000
1885-86	27,393,000	7,739,000
1886-87	26,735,000	6,391,000
1887-88	26,855,000	7,149,000
1888-89	25,912,000	6,362,000
1889-90	24,773,000	6,123,000
1890-91	26,576,000	6,876,000
1891-92	27,032,772	6,093,741
1892-93	27,759,158	7,649,105
1893-94	28,716,735	7,268,982
1894-95	28,421,851	6,998,930
1895-96	24,071,320	5,380,342
1896-97	20,579,727	5,363,289
1897-98	24,537,775	7,208,384
1898-99	25,370,078	6,837,674
1899-1900	18,687,782	5,357,142
1900-01	23,867,550	7,093,529
1901-02	23,446,161	6,090,524
1902-03	23,433,177	7,971,446
1903-04	28,413,743	9,641,145
1904-05	28,470,200	7,582,040
1905-06	26,295,800	8,578,540
1906-07	28,536,000	8,185,900
1907-08	22,806,200	6,104,200
1908-09	26,068,100	7,597,500
1909-10	28,017,500	9,590,600
1910-11	30,489,800	10,040,500
1911-12	31,141,000	9,924,500
1912-13	29,524,000	9,715,000
1913-14	28,475,000	8,358,000
1914-15	32,475,000	10,091,000
1915-16	30,320,000	8,652,000
1916-17	32,940,000	10,234,000
1917-18	35,487,000	9,922,000
1918-19	23,798,000	7,508,000
1919-20*	29,976,000	10,092,000

* The figures for 1919-20 are subject to revision.

The fluctuations in the total exports of wheat from India to Foreign Countries during the last 39 years are shown below:—
(1881-82 to 1919-20.)

Worst Years.			Best Years.		
Years.	Tons.	Rs.	Years.	Tons.	Rs.
1882-83 ...	709,688	6,08,88,136	1881-82 ...	995,050	8,62,00,618
1884-85 ...	792,494	6,81,60,182	1883-84 ...	1,050,070	8,89,58,112
1887-88 ...	676,908	5,56,23,733	1885-86 ...	1,053,446	8,00,53,311
1889-90 ...	690,110	5,79,26,147	1886-87 ...	1,113,181	8,62,59,856
1890-91 ...	716,024	6,04,24,260	1888-89 ...	880,570	7,52,32,794
1892-93 ...	748,672	7,44,03,835	1891-92 ...	1,515,335	14,38,20,032
1893-94 ...	607,842	5,19,39,850	1898-99 ...	976,024	9,71,96,877
1894-95 ...	344,506	2,56,62,468	1903-04 ...	1,295,565	11,08,89,546
1895-96 ...	500,208	3,91,43,765	1904-05 ...	2,150,025	17,90,60,692
1896-97 ...	95,531	83,64,498	1905-06 ...	937,523	8,53,43,996
1897-98 ...	119,630	1,34,11,515	1906-07 ...	801,445	7,25,44,650
1899-1900 ...	485,204	3,90,94,963	1907-08 ...	880,459	8,58,50,350
1900-01 ...	2,501	3,00,832	1909-10 ...	1,050,574	12,70,90,884
1901-02 ...	366,090	3,25,59,204	1910-11 ...	1,266,150	12,95,82,291
1902-03 ...	514,607	4,51,53,570	1911-12 ...	1,561,166	13,34,84,580
1908-09 ...	109,757	1,34,00,777	1912-13 ...	1,660,163	17,69,37,226
1914-15 ...	706,383	8,32,04,161	1913-14 ...	1,202,205	13,13,33,561
1915-16 ...	652,879	8,44,06,594	1917-18 ...	1,454,374	19,00,27,665
1916-17 ..	748,913	9,15,34,812			
1918-19 ...	476,103	6,75,30,929			
1919-20* ...	8,642	20,36,604			

* Subject to revision.

ESTIMATE OF THE WHEAT CROP OF THE SEASON OF 1919-20.

Share of each Province of Area and Yield for 1918-19 and 1919-20.

Provinces and States.	Area.			Yield.			Increase or Decrease in last and current years (1918-19 and 1919-20).			
	Average of preceding 5 years.	Of last year's crop, 1918-19.	Of current year's crop, 1919-20.	Average of preceding five years.	Of last year's crop, 1918-19.	Of current year's crop, 1919-20.	Area.	Percentage.	Yield.	Percentage.
	Acres.	Acres.	Acres.	Tons.	Tons.	Tons.	Acres.		Tons.	
Bombay	1,661,000	774,000	1,416,000	380,000	131,000	325,000	+ 642,000	82·94	+ 194,000	148·09
Bombay States ...	551,000	243,000	433,000	168,000	65,000	141,000	+ 190,000	78·18	+ 76,000	116·92
Sind	594,000	334,000	562,000	237,000	112,000	130,000	+ 228,000	68·26	+ 18,000	16·07
Sind States... ...	29,000	15,000	25,000	10,000	3,000	5,000	+ 10,000	66·66	+ 2,000	66·66
Central Provinces & Berar	3,547,000	2,782,000	3,171,000	852,000	686,000	838,000	+ 389,000	13·98	+ 152,000	22·15
C. P. States ...	124,000	99,000	150,000	32,000	15,000	25,000	+ 51,000	51·51	+ 10,000	66·66
Rajputana ...	945,000	603,000	976,000	199,000	135,000	185,000	+ 373,000	61·85	+ 50,000	37·03
Ajmer-Merwara ...	13,000	6,000	24,000	6,000	2,000	5,000	+ 18,000	300·00	+ 3,000	150·00
Baroda	86,000	59,000	85,000	...	10,000	20,000	+ 26,000	44·06	+ 10,000	100·00
Central India ...	3,328,000	2,301,000	3,051,000	666,000	491,000	666,000	+ 750,000	32·59	+ 175,000	35·64
Hyderabad ...	1,050,000	623,000	770,000	84,000	41,000	53,000	+ 147,000	23·59	+ 12,000	29·26
Total of Provinces and States supplying Bombay...	11,932,000	7,839,000	10,663,000	2,634,000	1,691,000	2,393,000	+2,824,000	36·02	+ 702,000	41·51
Punjab	9,373,000	7,685,000	8,813,000	2,869,000	2,614,000	3,383,000	+1,128,000	14·67	+ 769,000	29·41
Punjab States ...	1,281,000	851,000	1,140,000	423,000	279,000	501,000	+ 289,000	33·96	+ 222,000	79·56
N.-W. Frontier Province ...	1,055,000	872,000	1,026,000	296,000	225,000	280,000	+ 154,000	17·66	+ 55,000	24·44
United Provinces...	6,864,000	5,444,000	7,037,000	2,783,000	2,304,000	2,996,000	+1,593,000	29·26	+ 692,000	30·03
Bengal	133,000	115,000	116,000	39,000	22,000	28,000	+ 1,000	·86	+ 6,000	27·27
Bihar and Orissa...	1,266,000	965,000	1,145,000	516,000	360,000	498,000	+ 180,000	18·65	+ 138,000	38·33
Mysore	4,000	4,000	5,000	1,000	1,000	1,000	+ 1,000	25·00	.....	.....
Delhi	34,000	23,000	31,000	11,000	12,000	12,000	+ 8,000	34·78	.....	.....
Total of Provinces and States other than those supplying Bombay...	20,010,000	15,959,000	19,313,000	6,938,000	5,817,000	7,699,000	+3,354,000	21·01	+1,882,000	32·35
GRAND TOTAL...	31,942,000	23,798,000	29,976,000	9,572,000	7,508,000	10,092,000	+6,178,000	25·96	+2,584,000	34·41

The course of retail prices of Wheat, as given in the *Gazette of India*, has been recorded in the reports for the last 27 years, and is here brought up to date :—

SEERS (OF 80 TOLAS) TO THE RUPEE.

		Punjab.	United Provinces.	Central Provinces.	Bombay.
March	1894	23·88	16·19	18·06	15·12
,,	1895	21·62	15·19	14·56	14·56
,,	1896	14·25	12·25	13·88	13·37
,,	1897	8·25	8·38	9·0	7·75
,,	1898	14·37	12·94	11·19	9·56
,,	1899	17·50	17·19	15·0	12·94
,,	1900	14·81	12·31	9·44	7·62
,,	1901	11·23	10·5	8·87	8·18
,,	1902	15·56	14·31	12·75	9·19
,,	1903	15·01	14·75	13·84	10·85
,,	1904	16·85	15·67	14·76	13·24
,,	1905	15·20	12·95	14·32	12·34
,,	1906	14·04	11·40	12·30	8·88
,,	1907	16.57	12·73	14·72	9·90
,,	1908	8·56	7·81	8·25	7·75
,,	1909	8·88	9·48	10·18	7·93
,,	1910	11.33	10·26	11·18	8·48
,,	1911	14·50	13·40	13·96	10·04
,,	1912	11·49	11·50	11·96	8·47
,,	1913	10·99	11·01	11·21	8·78
,,	1914	10·85	9·69	10·09	8·72
,,	1915	7·92	7·37	8·59	7·60
,,	1916	10·80	9·82	10·43	8·39
,,	1917	9·35	9·26	9·85	8·65
,,	1918	8·15	8·40	8·69	6·06
,,	1919	6·99	6·25	5·35	4·00
,,	1920	7·28	6·33	5·80	4·94
April	1920	7·50	7·37	6·06	5·06

The yield per acre is shown in the following statement :—

Provinces.	Average of previous 5 years.	* Year 1918-19.	† Year 1919-20.
Bombay Proper	·228	·169	·229
Provinces supplying Bombay ...	·220	·215	·224
All India	·299	·315	·336

* Rectified. † Subject to revision.

COTTON.

Prices.—Old Crop Broach for July-August 1919, delivery, which in the middle of May 1919 had declined to Rs. 460 advanced by over Rs. 100 by the beginning of June, touched Rs. 602 on 1st July and on 22nd July reached Rs. 663. This advance of Rs. 200 was due to strong American Markets. A decline then set in and when on 18th August, trading in April-May New Crop Broach opened at Rs. 535, the old crop stood at Rs. 492.

In spite of the heavy stocks of cotton in Bombay and the very promising new crop prospects, the market was sustained by the good demand for new crop by Japan and on 1st September, Broach had touched Rs. 560 but weak American advices brought our market tumbling down and on 19th September Rs. 444 was touched. A recovery was again made to Rs. 540 on 18th October and Rs. 575 on 12th November. Fluctuations continued, the price being Rs. 530 on 25th November 1919, Rs. 581 on 21st January 1920, and Rs. 483 on 1st March 1920, and Rs. 470 on 25th May 1920.

July-August 1920 Broach opened at the end of March 1920, and was subject to less important fluctuations, the highest point reached being Rs. 520 and the lowest 416.

The hedge contracts introduced for 1918-19 were continued for 1919-1920 crop with minor modifications. An unusually high premium on staple cotton prevailed throughout the season and when the July-August 1920 Broach contract closed Broach was quoted nearly two hundred rupees above Oomras. In March 1920 the Japanese crisis, supervening on a bumper Indian crop, greatly affected prices and Indian cotton was quoted very much lower in proportion to Americans in the second half of the season than in the first half. Broach and Fine Oomras were much the most popular contracts, practically no business was done in the Khandesh contract. The repeated failure of the Broach contract to supply a satisfactory hedge for the

Broach crop led to a general revision of the conditions of the hedge contracts at the end of the season.

The stocks in the hands of dealers at the end of the season were exceptionally large, a return issued by the Cotton Contracts Board showing the total on the 31st August 1920 to be 1,059,633 bales as against 7,50,600 bales on the same date in 1919. Stocks in the possession of mills, however, showed a decrease as compared with those of the previous year, being returned at 407,274 bales as against 430,094 in the 31st August 1919.

The differences paid through the Clearing House during the season 1919-20 amounted to Rs. 10,79,44,433. Ten members defaulted during the year but there was no failure of any importance and the working of the Clearing House was smooth and punctual.

In the report for 1919, it was only found possible to give the total amount of each Broach Settlement Clearing up to the end of April-May Settlement, 1919. The following statement shows the total number of balance-sheets submitted and the amount involved, during that period and continues the figures for purposes of record, up to the end of July-August Settlement, 1919 thus completing the survey of the whole season's working :—

No. of Clearing.	Date.	Broach Settlement Rate.		No. of Balance Sheets Submitted.	Amount.
		April-May.	July-Aug.		
					Rs.
		Total to	28th May 1919.		9,69,14,605
19	13-6-19	...	532	366	48,18,688
20	1-7-19	...	590	379	89,59,835
21	15-7-19	...	590	380	24,78,566
22	29-7-19	...	642	382	68,64,114
23	14-8-19	...	534	371	1,22,38,151
24	28-8-19	...	475	372	1,17,83,694
			Grand	Total ...	14,40,57,653

A similar statement in respect of 1919-20 Season's working is given below :—

No. of Clearing.	Date.	Broach Settlement Rate.		No. of Balance Sheets submitted.	Amount.
		April-May.	July-Aug.		
		Rs.	Rs.		Rs. As.
1	15-9-19	462	.....	376	74,94,575 0
2	29-9-19	481	.....	366	29,45,750 0
2A	7-10-19	481	.....	104	1,17,587 0
3	15-10-19	488	.....	366	16,28,515 0
4	29-10-19	512	.....	382	47,38,127 0
5	13-11-19	563	...	392	1,06,59,698 0
6	28-11-19	533	.....	400	72,22,871 0
7	20-12-19	544	.....	417	36,39,135 0
8	14-1-20	559	.....	407	28,16,503 8
9	28-1-20	562	.....	401	12,27,240 0
9A	3-2-20	562	.....	141	1,18,205 8
10	12-2-20	487	.....	411	1,47,01,270 0
11	28-2-20	506	.....	411	46,05,283 8
12	15-3-20	494	.....	410	24,89,868 8
13	29-3-20	467	484	411	53,00,475 0
13A	8-4-20	467	484	96	67,463 0
14	14-4-20	503	517	434	57,73,352 8
15	28-4-20	479	473	423	84,61,579 8
16	14-5-20	488	447	429	49,81,733 8
17	1-6-20	480	405	432	68,76,216 0
18	14-6-20	.....	439	425	35,87,325 8
19	29-6-20	.....	446	418	15,71,328 0
20	14-7-20	.....	443	425	18,13,462 8
21	28-7-20	.....	429	407	25,68,610 0
22	13-8-20	.....	431	408	8,57,614 0
23	30-8-20	.....	453	385	14,80,824 8
			Grand Total ...	9,677	10,79,44,613 0

Receipts.—The rains which set in early in June of 1919 were very favourable for the cotton crop as a whole and though, at the end of September, there was rather more rain than necessary in parts no damage was done.

Berar and Central Provinces produced exceptionally fine and early crops and with the exception of Sind-Punjab, where insufficient rain was received, all districts showed an increase over their previous season's crops.

The total Receipts into Bombay during 1919-20, amounted to 3,427,000 bales. As compared with the previous season, the increase was 884,000 bales or 34·76 per cent. and compared with the average receipts for ten years 1909-10 to 1918-19 there was also an increase of 574,000 bales or 20·12 per cent. The total receipts of Oomras were 1,818,000 bales against 1,240,000 bales the previous season and against 1,341,000 bales, the average of the previous ten years. The Berar and Central Provinces alone gave 901,000 bales of the total Oomras against 668,000 bales in 1918-19. The Sind-Punjab crop was 388,000 bales against 480,000 bales of the previous year and the Broach crop 275,000 bales against 202,000 bales of the previous year. The Dhollera crop being 272,000 bales against 68,000 bales in 1918-19. The United Provinces and Rajputana gave 236,000 bales against 142,000 bales the previous season. The Compta-Dharwar crop receipts were 187,000 bales against 160,000 bales in the previous year and the Westerns 160,000 bales against 152,000 bales in 1918-19.

The following table gives in detail the receipts of the various growths into Bombay during the season and calendar

year together with the returns of the previous three years and the averages for the preceding ten years :—

Receipts of Cotton into Bombay of each growth
(000's omitted.)

Growths.	Seasons ending 31st August.				Average 1909-10 to 1918-19.	Calendar years ending 31st December.				Average 1910 to 1919.
	1919-20.	1918-19.	1917-18.	1916-17.		1920.	1919.	1918	1917.	
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales	F. P. Bales.
Khandeish.. ..	368	196	174	300	314	334	256	131	265	306
Central India ..	220	176	70	182	178	222	190	73	162	173
Barsi-Nugger ..	200	104	68	88	178	168	131	70	112	175
Hyderabad-Gaorani.	134	96	28	44		130	103	32		
Berar..	633	450	250	405	462	603	518	246	321	457
Central Provinces..	268	218	52	94	214	275	216	85	80	206
Total Oomras..	1,818	1,240	642	1,113	1,341	1,732	1,414	637	947	1,318
Dholleru	272	68	402	417	246	280	67	398	419	246
Bengal-Sind—										
N.-W. Provinces..	183	86	137	285	587	152	116	125	129	567
Rajputana ..	53	56	47	193		53	61	46	167	
Sind-Punjab ..	388	480	291	343		358	429	359	285	
Broach	275	202	216	306	259	277	203	219	308	259
Compta-Dharwar ..	187	160	241	221	331	218	151	235	248	388
Westerns-Northerns	160	152	192	151		166	151	156	178	
Cocanada	11	15	29	28		15	13	24	28	
Tinnevelly and Cambodia.. ..	58	66	82	46		60	41	107	52	
Persians	3	3	1	1	3	2	2	2	1	2
Other Sorts.. ..	19	15	26	15	36	20	15	28	15	67
Total ..	3,427	2,543	2,306	3,120	2,883	3,333	2,608	2,366	2,767	2,817

Exports.—The total Exports for 1919-20 amounted to 2,232,000 bales as compared with 1,091,000 bales the

previous year, an increase of 1,141,000 bales or 104·58 per cent. Against the average of previous ten years, the increase was 505,000 bales or 29·24 per cent. Out of the increase of 1,141,000 bales, Europe shared 434,000 bales. China and Japan 694,000 bales and Calcutta and Coast Ports 13,000 bales.

Exports to the Continent increased from 140,000 bales in 1918-19 to 551,000 bales in 1919-20 and to Great Britain from 55,000 to 78,000 bales.

The consumption by Cotton Mills in the Island of Bombay was 957,000 bales in 1919-20 and 1,000,000 bales in 1918-19.

Exports of Cotton from and Mill Consumption in Bombay.

(000's omitted.)

To	Season ending 31st August.				Average 1909-10 to 1918-19.	Calendar years ending 31st December.				Average 1910 to 1919.
	1919-20.	1918-19.	1917-18.	1916-17.		1920.	1919.	1918.	1917.	
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	P. P. Bales	F. P. Bales	F. P. Bales	F. P. Bales.	F. P. Bales.	F. P. Bales.
Great Britain ..	78	55	140	52	64	70	68	24	163	64
Continent	551	140	153	250	516	580	269	166	195	516
Total Europe ..	629	195	293	302	580	650	337	190	358	580
China and Japan ..	1,579	885	1,218	1,321	1,127	1,314	1,197	767	1,455	1,148
Calcutta and Coast Ports.	24	11	7	7	20	23	13	8	9	19
Total Eastward ..	1,603	896	1,220	1,328	1,147	1,337	1,210	775	1,457	1,167
Total Exports ..	2,232	1,091	1,513	1,630	1,727	1,987	1,547	965	1,815	1,747
Mill Consumption..	957	1,000	1,068	1,135	1,049	*957	*1,000	*1,068	*1,135	1,049
Grand Total ..	3,189	2,091	2,581	2,765	2,776	2,944	2,547	2,033	2,950	2,796

* Year ending 31st August.

On analysing the foregoing statement it will be found that of the above 3,189,000 bales 69·991 per cent. were exported and 30·009 per cent. consumed by local Mills. In the preceding year the percentages were 52·176 and 47·824 respectively. The distribution of the receipts is as under :—

DISTRIBUTION.

Seasons ending 31st August 1919 and 1920.

	1920.	1919.
Exported to Great Britain ...	2·446	2·631
„ Continent	17·278	6·695
„ China and Japan ...	49·514	42·324
„ Calcutta and Coast Ports	·753	·526
Total Exports...	69·991	52·176
Mill Consumption	30·009	47·824
	100·000	100·000

Comparative Statement showing the actual clearances of Cotton from Bombay to different ports during the years 1920 *and* 1919.

To	1920.			1919.			Increase or Decrease.	Percentage.
	Six months ending 30th June.	Six months ending 31st December.	Total for 12 months.	Six months ending 30th June.	Six months ending 31st December.	Total for 12 months.		
	F. P. Bales	F. P. Bales.	F. P. Balls.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	
Liverpool	(A) 54,850	14,519	69,369	(a) 38,292	(e) 23,315	61,607	+ 7,762	12·59
London	(B) 221	.....	221	(b) 2,434	(f) 10,990	13,424	— 13,203	98·35
Hull	165	.....	165	.....	(h) 19,454	19,454	— 19,289	99·15
Dunkirk	(C) 12,603	8,209	20,812	1,536	9,553	11,089	+ 9,723	87·68
Marseilles	3,937	1,636	5,573	(c) 11,101	14,911	26,012	— 20,439	78·57
Rouen	100	100	200	.....	.....	.....	+ 200	...
Havre	2,670	693	3,363	... ..	250	250	+ 3,113	1,245·20
Cette, Genoa or Marseilles	.....	.....	.....	(d) 4,816	.....	4,816	— 4,816	...
Antwerp	(D) 55,219	53,520	108,739	8,087	(k) 42,383	50,470	+ 58,269	115·45
Ghent	34,021	38,122	72,143	.....	14,906	14,906	+ 57,237	383·98
Rotterdam	(E) 4,895	962	5,857	.....	(l) 5,608	5,608	+ 249	4·44
Amsterdam	.....	3	3	... ..	.....	.....	+ 3	...
Christiania	.....	167	167	.....	... ..	.....	+ 167	...
	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bales.	F. P. Bates.	F. P. Bales.	
Gothenburgh ...	(F) 940	165	1,105	.....	.....	.....	+ 1,105	...
Copenhagen	.....	50	50	.....	.....	.....	+ 50	...
Hamburg	38,493	78,659	117,152	.....	16,372	16,372	+ 100,780	615·56

Bremen	.....	165	165	.....	.....	.....	+	165	...
Malaga	200	.....	200	.....	.....	.....	+	200	...
Barcelona	29,528	23,920	53,448	9,404	9,453	18,857	+	34,591	183·43
Bilbao...	400	400	800	.....	.....	.....	+	800	...
Passages	400	220	620	.....	.....	.....	+	620	...
Oporto	300	250	550	...	... ..	.....	+	550	...
Genoa	(G) 33,641	29,705	63,346	7,37	(m) 58,551	65,930	—	2,584	3·91
Naples	11,199	12,500	23,699	600	17,251	17,851	+	5,848	32·76
Leghorn	.....	.....	.....	.....	100	100	—	100	...
Venice	(H) 18,134	(J) 33,502	51,636	.....	(n) 8,865	8,865	+	42,771	482·47
Trieste	(I) 13,678	(K) 36,675	50,353	.....	(p) 1,550	1,550	+	48,803	3,148·58
New York	398	100	465	.....	2,117	2,117	—	1,712	80·86
Colombo	778	177	955	1,077	700	1,777	—	822	46·25
Australian Ports ...	100	328	428	245	125	370	+	58	15·67
Japanese Ports ...	1,029,697	138,993	1,168,690	554,239	595,552	1,149,791	+	18,899	1·64
Chinese Ports ...	93,365	51,462	144,827	17,885	29,745	47,630	+	97,197	204·06
Other Foreign Ports	114	183	297	179	419	598	—	301	50·33
Calcutta and Coast Ports	13,349	8,106	21,455	3,246	6,292	9,738	+	11,717	120·32
Total ...	1,453,302	533,191	1,986,793	660,720	888,462	1,549,182	Net Increase or 28·24	437,611	

N. B.—The totals for each port cannot be taken as showing the actual imports of the country to which the said port belongs—for, in some cases the named port is used as a transhipping port to other countries, as the underquoted notes will show :—

1920.—(A) Including 152 bales for Italy. (B) 220 Sweden, (C) 100 Belgium, (D) 150 Spain, 446 Sweden, 110 Germany, 224 Norway, 375 France, 825 Switzerland,

(E) 100 Germany, (F) 615 Norway, (H) 100 Austria, 758 Switzerland, 460 Czecho-Slovakia. (G) 435 Austria, 1,166 Switzerland, 70 Belgium, (I) 1,616 Czecho-Slovakia, 5,155 Italy, (J) 300 Austria, (K) 16,516 Italy,

1919—(a) Including 200 bales for France, (b) 1,072 France, (c) 4,200 Spain, (d) For Switzerland,

(e) 250 Spain, 107 Norway, 167 Sweden and 118 United States of America.

(f) 2,033 France, 1,480 Belgium, 888 Spain, 222 Sweden, 420 Italy, 1,288 Holland, (h) 18,464 France, (j) 8,262 Spain, 2,718 Italy, (k) 672 Holland, 1,810 Germany. (m) 110 Switzerland, 621 Czecho-Slovakia, (n) 550 Switzerland, (p) 500 Czecho-Slovakia.

The following table gives the actual clearances of Cotton from Bombay to different countries during the years ending 31st December 1919 and 1920 :—

Country of Destination.	1920.	1919.
	F.P. Bales.	F.P. Bales.
United Kingdom	69,383	67,771
France	30,223	43,945
Belgium	178,922	66,184
Sweden	1,156	389
Holland	5,760	7,258
Denmark	50	.....
Germany	117,527	16,682
Norway	1,006	107
Spain	55,218	32,457
Portugal	550	.....
Switzerland	2,729	5,476
Austria	27,902	1,050
Czecho-Slovakia	2,076	1,121
Italy	157,234	94,603
United States of America ...	405	2,235
Australia	428	370
China	144,827	47,630
Japan	1,168,690	1,149,791
Ceylon...	955	1,777
Other Countries	297	598
India (Calcutta and Coast Ports).	21,455	9,738
Total ...	1,986,793	1,549,182

LIST OF ACTS AFFECTING COMMERCE AND INDUSTRY PASSED BY THE INDIAN LEGISLATIVE COUNCIL DURING THE YEAR 1920.

I. Indian Steamships (Amendment) Act.
V. Provincial Insolvency Act.
VI. Inland Steam Vessels (Amendment) Act.
VII. Indian Tariff (Amendment) Act.
VIII. Dourine (Amendment) Act.
IX. Glanders and Farcy (Amendment) Act.
X. Indian Securities Act.
XI. Presidency Towns Insolvency (Amendment) Act.
XII. Workmen's Breach of Contract (Amendment) Act.
XIII. Import and Export of Goods (Amendment) Act.
XVII. Indian Income Tax (Amendment) Act.
XIX. Super Tax Act.
XXI. Indian Paper Currency (Temporary Amendment) Act.
XXIV. Code of Civil Procedure (Amendment) Act.
XXV. Negotiable Instruments (Amendment) Act.
XXVI. Code of Civil Procedure (Amendment) Act.
XXVII. Indian Motor Vehicles (Amendment) Act.
XXVIII. Indian Patents and Designs (Temporary Rules) Amendment Act.
XXIX. Indian Patents and Designs (Amendment) Act.
XXX. Rouble Note Act.
XXXII. Post Office Cash Certificates Act.
XXXIV. Indian Passport Act.
XXXVI. Indian Coinage (Amendment) Act.
XXXVII. Indian Army (Amendment) Act.
XLI. Indian Wireless Telegraphy (Shipping) Act.
XLII. Indian Companies (Amendment) Act.
XLIII. Presidency Banks (Amendment) Act.
XLIV. Indian Income-Tax (Amendment No. 2.) Act.
XLV. Indian Paper Currency (Amendment) Act.
XLVII. Imperial Bank of India Act.
XLVIII. Indian Territorial Force Act.
XLIX. Auxiliary Force Act.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, Expenditure, &c.

Year ending.	No. of Bales and Packages measured.	Receipts.	Expenditure.	Surplus Receipts.	Excess of Expenditure.
		Rs.	Rs.	Rs.	Rs.
From 18th May 1870 to 30th November 1872	Not recorded.	52,215	36,315	15,900	..
From 1st December 1872 to 30th November 1873	1,086,577	16,995	15,291	1,704	..
Year ending 30th November 1874.	1,402,379	21,707	18,986	2,721	..
Do. 30th Nov. 1875 ..	1,474,470	23,039	22,009	1,030	..
Do. 30th Nov. 1876.. ..	1,240,034	19,375	22,355	..	2,980
Do. 30th Nov. 1877.. ..	1,101,318	18,324	21,561	..	3,237
Do. 30th Nov. 1878.. ..	1,040,961	20,837	23,287	..	2,450
Do. 30th Nov. 1879.. ..	887,100	28,808	20,140	8,668	..
Do. 30th Nov. 1880.. ..	1,163,545	33,219	20 804	13,135	..
Do. 30th Nov. 1881.. ..	1,313,592	25,177	24,029	1,147	..
Do. 30th Nov. 1882.. ..	1,892,706	33,225	24,757	8,468	..
Do. 30th Nov. 1883.. ..	1,852,047	33,792	25,605	8,187	..
Do. 30th Nov. 1884.. ..	1,814,986	33,404	22,604	10,800	..
Do. 31st Dec. 1885.. ..	1,402,845	29,482	24,385	5,097	..
Do. 31st Dec. 1886.. ..	1,748,856	32,893	21,582	11,311	..
Do. 31st Dec. 1887.. ..	1,845,446	35,933	20,017	15,916	..
Do. 31st Dec. 1888.. ..	1,659,273	36,371	21,057	15,314	..
Do. 31st Dec. 1889.. ..	2,156,604	43,042	21,648	21,394	..
Do. 31st Dec. 1890.. ..	2.335,935	45,872	23,171	22,701	..
Do. 31st Dec. 1891.. ..	2,012,900	39,533	23,402	16,131	..
Do. 31st Dec. 1892.. ..	1,946,389	38,017	24,495	13,522	..
Do. 31st Dec. 1893.. ..	1,691,755	32,517	24,273	8,244	..
Do. 31st Dec. 1894.. ..	1,708,723	33,665	25,156	8,509	..
Do. 31st Dec. 1895.. ..	1,679,325	34,921	21,546	13,375	..
Do. 31st Dec. 1896.. ..	2,049,862	40,061	22,240	17,821	..
Do. 31st Dec. 1897.. ..	1,746,610	33,956	22,484	11,472	..
Do. 31st Dec. 1898.. ..	1,910,140	36,174	21,100	15,074	..
Do. 31st Dec. 1899.. ..	2,132,663	41,684	21,041	20,643	..
Do. 31st Dec. 1900.. ..	1,147,591	28,302	20,844	7,458	..
Do. 31st Dec. 1901.. ..	2,047,198	45,497	21,918	23,579	..
Do. 31st Dec. 1902.. ..	2,159,823	43,709	26,865	16,844	..
Do. 31st Dec. 1903.. ..	2,664,171	53,654	31,522	22,132	..
Do. 31st Dec. 1904.. ..	2,292,791	48,673	*29,666	19,003	..
Do. 31st Dec. 1905.. ..	2,534,599	53,255	*31,427	21,828	..
Do. 31st Dec. 1906.. ..	2,685,432	54,215	*33,516	20,699	..
Do. 31st Dec. 1907.. ..	2,976,312	60,171	*37,054	23,117	..
Do. 31st Dec. 1908.. ..	2,302,349	48,844	*39,706	9,138	..
Do. 31st Dec. 1909.. ..	2,736,023	57,502	*38,310	19,192	..
Do. 31st Dec. 1910.. ..	3,163,919	65,853	*40,617	25,236	..
Do. 31st Dec. 1911.. ..	2,390,016	54,123	*44,028	10,095	..
Do. 31st Dec. 1912.. ..	2,528,825	55,571	*41,953	13,618	..
Do. 31st Dec. 1913.. ..	3,127,997	64,049	*42,441	21,608	..
Do. 31st Dec. 1914.. ..	3,336,685	65,197	*46,014	19,183	..
Do. 31st Dec. 1915.. ..	3,361,744	73,410	*45,002	28,408	..
Do. 31st Dec. 1916.. ..	3,409,241	85,407	*47,571	37,836	..
Do. 31st Dec. 1917.. ..	2,944,353	67,356	*51,263	15,996	..
Do. 31st Dec. 1918.. ..	1,933,943	73,386	*51,640	21,746	..
Do. 31st Dec. 1919.. ..	2,910,991	86,189	*56,154	30,035	..
Do. 31st Dec. 1920.. ..	3,027,873	106,901	*80,146	26,755	..

Including Rs. 10,000 credited to Chamber's Funds for Office supervision.

STATEMENT showing the total Measurement of Bales and Miscellaneous Packages, with Receipts, for the years 1911 *to* 1920.

Year.	Nett Bales certified.		Nett Miscellaneous Articles.		Nett Round Logs.		Extra Fees.		Nett Totals.	
	Number of Bales.	Nett Fees.	Number of Packages.	Nett Fees.	Number of Logs.	Nett Fees.	Articles certified.	Amount.	Packages.	Nett Fees.
		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.		Rs. a. p.
1911	2,074,080	32,407 8 0	315,936	20,837 8 6	..	....	..	878 4 0	2,390,016	54,123 4 6
1912	2,217,354	34,646 2 6	311,461	20,649 8 3	10	5 0 0	..	270 11 0	2,528,825	55,571 5 9
1913	2,843,348	44,427 5 0	284,618	18,896 6 0	31	15 8 0	..	710 9 3	3,127,997	64,049 12 3
1914	3,099,996	48,437 7 0	236,676	15,872 8 6	13	6 8 0	..	880 12 6	3,336,685	65,197 4 0
1915	2,985,392	46,646 7 0	396,352	25,421 1 9	..	....	..	1,342 9 9	3,361,744	73,410 7 6
1916	2,872,260	44,879 1 0	536,981	38,340 15 9	..	....	..	2,187 11 3	3,409,241	85,407 12 0
1917	2,575,480	40,241 14 0	368,873	27,110 4 9	..	....	..	4 11 0	2,944,353	67,356 13 9
1918	1,361,026	21,266 0 6	572,917	39,263 11 0	..	....	..	12,856 12 9	1,933,943	73,386 8 3
1919	2,219,969	34,687 0 3	690,960	47,002 11 3	62	31 0 0	..	4,469 1 3	2,910,991	86,189 12 9
1920	2,461,224	50,540 0 0	566,474	54,005 12 6	175	87 3 0	..	2,268 8 6	3,027,873	106,901 13 0

BOMBAY CHAMBER OF COMMERCE.

Balance Sheet as at 31st December 1920.

LIABILITIES.	Amount.		ASSETS.	Amount.	
	Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
Sundry Creditors—			Interest accrued on Chamber's Investments up to 31st December 1920 but not received	....	1,309 3 4
For Weather and Crop Reports and Auditors' Fee unpaid	2,091 0 0		Cost of Office Motor Car	....	4,813 0 0
For Contribution to the Chamber's Provident Fund	4,770 13 4	6,861 13 4			
For Donations from Members of the Chamber to the proposed Memorial to British Officers who fell in the War	....	62,500 0 0	**Chamber's Investments—**		
For Amount of Sinking Fund for the purpose of extinguishing the contingent liability re: Depreciation in value of the Chamber's Provident Fund securities	....	* 714 0 0	Government Promissory Notes for Rs. 21,700 of the 4 per cent. Indian Terminable Loan of 1915-16, at cost	21,700 0 0	
Chamber of Commerce Accumulated Fund—			Government 6 per cent. Ten Year Income Tax Free Bonds, 1930, Rs. 40,000 at cost	40,000 0 0	
Balance on 31st December 1919 ..	1,09,351 7 0		Government 5½ per cent. Second Indian War Loan, War Bonds, 1928, for Rs. 21,000 at cost	21,000 0 0	
Less—Excess of Expenditure over Income	12,776 10 0	96,574 13 0			82,700 0 0

* There is a contingent liability in connection with Depreciation in value of the securities held on account of and belonging to the Chamber's Provident Fund and guaranteed by the Chamber of	Rs. 26,981 4 0			Cash—		
Less— Amount of Sinking Fund as above	,, 714 0 0			Balance in Current Accounts—		
	Rs. 26,267 4 0			Bank of Bombay	70,723 2 1	
				Cash in hand	7,105 4 11	
						77,828 7 0
Total Rs. ..	....	1,66,650 10 4		Total Rs. ..	....	1,66,650 10 4

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

C. B. SAYER,
Secretary.

BOMBAY, 31*st January* 1921.

BOMBAY CHAMBER OF COMMERCE.

Income and Expenditure Account for the year ended 31st December 1920.

EXPENDITURE.	Amount. Rs. a. p.	Rs. a. p.	INCOME.	Amount. Rs. a. p.	Rs. a. p.
To Office Rent	8,500 0 0		By Subscription for Chamber Membership	44,820 0 0	
Printing—					
Miscellaneous Papers	7,439 6 0		Subscription for Associate Membership.	480 0 0	
Advertisements re: Meetings, Elections, etc.	190 4 0		Subscription for Publications	38,225 2 0	
Books and Periodicals	610 0 6		Measurement Fees—		
Office Salaries	69,897 5 0				
General Charges including Petties, Postage, etc.	4,899 9 2		Rs. a. p.		
Fire Insurance Premium	23 7 0		Receipts 1,06,901 13 0		
Cost of Weather and Crop Reports ..	2,520 0 0		*Less*—		
Stationery	1,858 2 0				
Printing Daily and Weekly Trade Returns, Manifests and other Statistical Returns and Contribution to the G. I. P. Railway ..	34,087 12 0		Rs a. p. Salaries to Measurers and Sepoys, Printing, Stationery, etc. 70,146 9 6		
Furniture	1,200 0 0		Contribution to the Chamber's Establishment.. 10,000 0 0		
Auditors' Fee for the year ended 31st December 1920	150 0 0		80,146 9 6		
Telephone Rent	385 0 0				
Law Charges	370 5 4			26,755 3 6	
Contribution paid to Provident Fund.	8,362 0 10				
Donation to the Sydenham College of Commerce and Economics for the year 1920	1,500 0 0		Contribution from the Measurement Fee Account to Chamber's Establishment	10,000 0 0	
Membership Subscription to the British Imperial Council of Commerce for the year 1920	17 8 0				
Membership Subscription to the Associated Chambers of Commerce of India & Ceylon	640 0 0				

Donations paid to the Bombay Boy Scouts Association and the Girl Guides Association in India each at Rs. 2,725 for the services rendered by them during the recent Postal and Telegraph Peons' Strike ..		5,450 0 0		Interest on Investments		4,306 14 4	
Gratuity paid to Mr. R. E. Gregor-Pearse, late Secretary of the Chamber, on his leaving the services of the Chamber		10,000 0 0		Miscellaneous Receipts for copies of Tonnage Scale, etc.		276 14 0	
Paid to the Sinking Fund for the purpose of extinguishing the contingent liability in connection with the Depreciation in value of the various securities belonging to the Chamber's Provident Fund and guaranteed by the Chamber, as under :—				Contribution from the Bombay Millowners' Association		15,000 0 0	
Annual payment as per Committee's Resolution.	Rs. a. p. 700 0 0			Balance of Receipts over Expenditure on Arbitration Fees		702 0 0	
Interest on above at 4 per cent. per annum for 6 months ending 31st December 1920	14 0 0			Fees for issuing Certificates of Origin, etc.		22 0 0	
		714 0 0		Subscriptions received from Members towards the Bombay Boy Scouts Association and the Girl Guides Association in India		5,450 0 0	
			1,58,814 11 10				1,46,038 1 10
				Balance being excess of Expenditure over Income transferred to Chamber's Balance Sheet		....	12,776 10 0
Total Rs. ..		....	1,58,814 11 10	Total Rs. ..		....	1,58,814 11 10

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, 31*st January* 1921.

C. B. SAYER,
Secretary.

THE BOMBAY CHAMBER OF COMMERCE PROVIDENT FUND.

Statement of Accounts from 1st January to 31st December 1920.

RECEIPTS.	Amount.		EXPENDITURE.	Amount.	
	Rs. a. p.	Rs. a. p.		Rs. a. p.	Rs. a. p.
By Balance on 31st December 1919 ..	....	97,167 5 2	To Claims paid to Members of the Staff ..	....	1,097 1 10
			Expenses incurred during the year ..	....	460 12 0
Subscriptions paid by the Members of the Staff	....	9,002 0 10	Balance as under :—		
			Government Promissory Notes of the 3½ per cent. Loans of 1854-55 and 1900-01 for Rs. 6,000, as valued	3,090 0 0	
Contribution paid—			City of Bombay Improvement Trust Bonds at 4 per cent. for Rs. 32,000, as valued	19,150 0 0	
			Port Trust Bonds at 4 per cent. for Rs. 21,000, as valued	12,810 0 0	
By the Chamber of Commerce ..	8,362 0 10		Bombay Municipal Bonds at 4per cent. for Rs. 3,500, as valued ..	2,100 0 0	
„ the Millowners' Association ..	640 0 0		Government 6 per cent. Ten year Income Tax Free Bonds, 1930, for Rs. 9,000, as valued ..	8,765 0 0	
			Government 5½ per cent. Second Indian War Loan, War Bonds, 1928, for Rs. 18,500 as valued ..	17,945 0 0	
		9,002 0 10			

Interest	....	4,098 6 0	Government 5 per cent. Income Tax Free Loan, 1945-55, for Rs. 13,500, as valued	10,530 0 0		
				74,390 0 0		
Forfeitures	....	568 14 5	*Add*—Depreciation in value of the above securities guaranteed by the Chamber	26,981 4 0		
			Total cost of securities ..	1,01,371 4 0		
			Cash in the Bank of Bombay ..	6,138 12 1		
			Amount due by a Member of the Staff	6,000 0 0		
			Chamber's Contribution to the Provident Fund for the half-year ending 31st December 1920, unpaid	4,770 13 4		
					1,18,280 13 5	
Total Rs. ..	....	1,19,838 11 3	Total Rs. ..	....	1,19,838 11 3	

Examined and found correct.

A. F. FERGUSON & Co.,
Chartered Accountants.

BOMBAY, 31*st January* 1921.

C. B. SAYER,
Secretary.

RULES AND REGULATIONS
OF THE
Bombay Chamber of Commerce.

(Revised and adopted down to the Annual General Meeting of the Chamber held on 6th April 1921.)

---

1. THE objects and the duties of the Chamber shall be to encourage a friendly feeling and unanimity among commercial men on all subjects involving their common good; to promote and protect the general mercantile interests of the Bombay Presidency; to collect and classify information on all matters of general commercial interest; to obtain the removal, as far as such a Society can, of all acknowledged grievances affecting merchants as a body, or mercantile interests in general; to receive and decide references on matters of usage and custom in dispute, recording such decisions for future guidance, and by this and such other means, as the Committee for the time being may think fit, assisting to form a code of practice for simplifying and facilitating business; to communicate with the public authorities, with similar Associations in other places, and with individuals on all subjects of general mercantile interest; and to arbitrate between parties willing to refer to, and abide by, the judgment of the Chamber.

2. There shall be two classes of members of the Chamber, namely, Chamber Members and Associate Members. The number of members of either class shall be unlimited.

3. Every member elected previous to the 25th day of March, 1918, shall be a Chamber Member.

4. Every person being a British subject engaged or interested in mercantile pursuits shall be eligible for election as a Chamber Member or as an Associate Member.

5. Every person not being a British subject similarly engaged or interested other than a subject of a State with which the British Empire was at war on the 25th day of March, 1918, shall be eligible for election as an Associate Member only.

6. Associate Members shall be entitled to all the privileges of Chamber Members save and except the right to vote for any purpose whatsoever other than as provided by Rule 26 hereof.

7. Every candidate for admission as a member of either class shall be proposed by one and seconded by another Chamber Member in a letter addressed to the Secretary of the Chamber and shall be balloted for. The letter shall be signed by the proposer or seconder and shall give the full name and address and the nationality of the candidate, and his profession, business or occupation.

8. Upon receipt of an application for admission as a member of either class, the Secretary shall bring the same before the Committee hereinafter mentioned at their next meeting when the following provisions shall have effect, namely :—

(*a*) The ballot shall be open for seven consecutive days (exclusive of Sunday, Christmas Day, Good Friday, and Bank Holidays), which shall be fixed by the Committee.

(*b*) At least seven days' notice shall be given to all Chamber Members stating the name of the candidate, his nationality, profession, business or occupation, together with the names of his proposer and seconder, and the dates of the opening and closing of the ballot. Voting shall be by papers signed by the members and placed in the box provided for the purpose. Votes will be received up to 4 p.m. on the date fixed for the closing of the ballot. No vote by proxy shall be allowed.

(*c*) After 4 p.m. on the date fixed for the closing of the ballot the ballot box shall be opened by the Secretary of the Chamber in the presence of a member of the Committee who shall jointly declare in writing the result of the voting.

(*d*) No ballot shall be valid unless at least one-fourth of the Chamber Members shall have recorded their votes and one negative vote in six shall exclude.

(*e*) If the candidate shall be duly elected, his election shall be notified to him by the Secretary and a copy of the Rules and Regulations of the Chamber shall be transmitted

to him together with a bill for his subscription upon payment of which, but not before, the candidate shall be entitled to the privileges and advantages of the Chamber according to his class of membership, and such payment shall *ipso facto* be held to imply his acquiescence in all the Rules and Regulations of the Chamber.

(*f*) No person who on ballot has been excluded, shall be again proposed as a member of either class until after the lapse of six months from the date of his ballot; if after that period he shall be again proposed, it shall be stated in the notice of the application sent to Chamber Members that he has been balloted for on a previous occasion.

9. The Committee shall decide any question which may arise as to the eligibility or otherwise of any candidate for admission as a member of either class and their decision shall be final.

10. The annual subscription of each Chamber Member shall be Rs. 360 and of each Associate Member Rs. 300. The charge for a copy of each of the publications of the Chamber shall be Rs. 640 per annum to each member of either class. Members of either class elected after the 30th June in any year shall pay half the above amounts for the remainder of that year. The first subscription of each new member shall be due on election and all other subscriptions shall be due on the 1st January in each year but may be made payable half yearly.

11. A member must give written notice to the Secretary not less than one calendar month before the 31st of December in each year of his wish to resign his membership or he will be liable for the subscription for the ensuing year. A Chamber Member whose subscription is in arrear cannot vote, and if he votes, his vote shall not be counted. When the subscription of a member of either class is six months overdue all privileges of membership will be forfeited until his subscription has been paid. Subscriptions in arrear shall be treated as a debt due to and recoverable by the Secretary of the Chamber on behalf of the Chamber.

12. A majority of three-fourths of the Chamber Members present entitled to vote and voting at an annual or special meeting of the Chamber may by resolution expel any member of either class. Any such person shall from the passing of such resolution cease to be a member of the Chamber.

13. Any firm (which includes any joint stock company and any company incorporated by Royal Charter wherever the context so permits) may be admitted as a member of the Chamber and the provisions of these Rules relating to persons being candidates for membership and to persons being members of the Chamber shall, where not excluded by the context, apply to firms *mutatis mutandis* subject nevertheless to the following conditions, namely:—

(*a*) Any firm of which three-fourths of the capital shall belong to, or in the case of a company shall be represented by shares held by persons who are British subjects and of which the remaining one-fourth of the capital or any part thereof shall not belong to, or in the case of a company shall not be represented by shares held by persons who are subjects of a State with which the British Empire was at war on the 25th March, 1918, shall be eligible for admission as a Chamber Member. Any other firm or company other than a firm or company of which a partner or Director shall at the time of application for admission to membership be a subject of a State with which the British Empire was at war on the 25th March, 1918, shall be eligible for admission as an Associate Member.

(*b*) Any firm being a Chamber Member other than a firm elected prior to the 25th March, 1918, shall be deemed ineligible to continue a Chamber Member if three-fourths of the capital shall cease to belong to, or in the case of a company shall cease to be represented by shares held by persons who are British subjects and upon the happening of any such event as aforesaid the name of the firm shall be struck off the list of Chamber Members and entered in the list of Associate Members. Any firm being a member of either class shall be

deemed ineligible to continue a member of the Chamber which shall introduce as a partner or in the case of a company shall elect as a Director any person who shall be at the time of such introduction or election a subject of a State with which the British Empire was at war on the 25th day of March, 1918, and upon any such introduction or election as aforesaid the name of the firm shall be struck off the list of members of the Chamber. In neither case shall the firm be entitled to a refund of any portion of the annual subscription paid for the year in which such alteration in the capital or constitution of the firm or of the company or the Board of Directors, as the case may be, shall have taken place.

(c) Any firm which is a candidate for membership as a Chamber Member shall send with the application provided for by Clause 8 of these Rules a written statement of the names and nationalities of the persons constituting the firm or in the case of a company of its directors and a declaration by one of the partners of the firm, or in the case of a company by one of its directors or by any manager or officer of any such firm or company duly authorised by power of attorney that the firm or company, as the case may be, is eligible for election as a Chamber Member under these rules.

(d) The Secretary of the Chamber shall enter the names and nationalities of the partners for the time being constituting each firm and of the directors for the time being of each company whether admitted to membership as a Chamber Member or as an Associate Member in a register of firms to be kept for the purpose.

(e) All persons whose names shall appear in the register of firms shall be entitled to attend the meetings of the Chamber but only those firms which shall have been admitted to membership as Chamber Members shall be entitled to vote, and only one member of a firm or one director of a company which shall have been admitted to membership as a Chamber Member or any manager

or officer of any such firm or company duly authorised by Power of Attorney shall be allowed to vote.

14. There shall be an Annual General Meeting of the Chamber which shall be held on a date not later than the 15th April to be fixed annually by the Committee for the purposes of receiving the Report of the Committee and the Statement of Accounts and of considering and, if necessary, taking action with reference to any business or motion of which due notice shall have been given. Notice of the Annual General Meeting and of the business to be transacted thereat shall be given seven days previously by circular to all members or by advertisement in one or more of the English newspapers published in Bombay.

15. The Committee shall lay before the Annual General Meeting of the Chamber a report of its proceedings and an account of the receipts and disbursements during the preceding year ending the 31st December. Copies of such report and account shall be circulated to all members at least seven clear days before the holding of such Annual General Meeting. The account shall be duly audited by a firm of accountants who shall be appointed at the Annual General Meeting of the Chamber. Any auditor quitting office shall be eligible for re-election. The auditors may be members of the Chamber provided that no member of their firm is a member of the Committee at the time. If any casual vacancy occurs in the office of auditor the Committee shall forthwith fill up the same.

16. Special Meetings of the Chamber may be convened by the Chairman of the Committee or in his absence by the Deputy Chairman of the Committee and shall be so convened upon a requisition in writing stating the objects for which such meeting is to be convened signed by ten or more Chamber Members and forwarded to the Secretary of the Chamber, and, if such meeting shall not be convened within twenty-one days of such requisition being received by the Secretary, the requisitionists may themselves convene such meeting, and all expenses of convening the same shall be defrayed by the Chamber. Notice of such meeting stating the objects shall be given at least seven days previously by a circular to all members or by advertisement in one or more of the English newspapers published in Bombay.

17. Questions at all Annual and General Meetings, saving only questions relating to the alteration of these Rules, shall be determined by a majority of the Chamber Members present and entitled to vote and voting.

18. The quorum for an Annual or Special General Meeting of the Chamber shall be twenty Chamber Members present and entitled to vote. No business shall be transacted at any Annual or Special General Meeting unless the requisite quorum be present at the commencement of the business. If within half an hour from the time appointed for the meeting the quorum is not present, the meeting, if convened upon such a requisition as provided by Rule 16, shall be dissolved, but in any other case it shall stand adjourned to the same day in the next week at the same time and place, and if at such adjourned meeting a quorum is not obtained those Chamber Members who are present and entitled to vote shall be a quorum and may transact the business for which the meeting was called.

19. Notwithstanding anything contained in these Rules any member may at any Annual or Special General Meeting of the Chamber propose any motion without previous notice provided that the majority of the Chamber Members present and entitled to vote at such meeting consent thereto.

20. Each meeting of the Chamber shall be presided over by the Chairman of the Committee or in his absence by the Deputy Chairman of the Committee, and in the absence of both the beforementioned officers the meeting shall elect its own Chairman. The Chairman presiding at any meeting shall have an original and also a casting vote.

21. The business of the Chamber and the administration of its funds shall be managed by a Committee consisting of a Chairman, Deputy Chairman and seven other Chamber Members. The Chairman and Deputy Chairman shall be elected and the seven other Chamber Members nominated in manner hereinafter appearing. All the Members of the Committee shall retire annually at the close of the day on which the Annual General Meeting of the Chamber shall be held, but shall be eligible for re-election. The elected

representatives of the Chamber in the Legislative Councils of the Governor General of India and the Governor of Bombay not being members of the Committee at the time of their election shall also be *ex-officio* members of the Committee during their term of office.

22. The following Rules with respect to the election and nomination of the members of the Committee shall have effect namely :—

(*a*) The Chairman and Deputy Chairman shall be separately elected by ballot, the election of the Chairman taking place first. The ballot in each case shall be opened and closed on such days in January as the retiring Committee shall appoint.

(*b*) Previous to the date fixed for the opening of the ballot, the Secretary shall send to each Chamber Member the names of all the gentlemen who are eligible for election as Chairman or Deputy Chairman and shall state the dates on which the ballot in each case will be respectively opened and closed.

(*c*) Votes will be received up to 4 p.m. on the date fixed for the closing of the ballot.

(*d*) Voting shall be by papers signed by the members and placed in the box provided for the purpose. No vote by proxy shall be allowed.

(*e*) No member shall give more than one vote for each candidate.

(*f*) After 4 p.m. on the date fixed for the closing of the ballot in each case, the ballot box shall be opened by the Secretary in the presence of a Scrutineer, appointed by the Committee.

(*g*) Those gentlemen in whose favour the largest number of votes for the offices of Chairman and Deputy Chairman are recorded shall be considered duly elected. In the event of the gentlemen at the head of the list for the office of Chairman or Deputy Chairman respectively declining to act, or both declining to act, there shall be a fresh election for either or both offices.

(*h*) In the event of an equality of votes preventing the due election of either office bearer, the Chamber Members shall vote afresh in the manner above laid down.

(*i*) The remaining seven members of the Committee, of whom four shall be Mercantile Members, and three shall be representatives of Banking, Railway and Shipping interests, shall be nominated by the retiring Committee in conjunction with the newly elected Chairman and Deputy Chairman. The names of the gentlemen selected shall be submitted to a General Meeting of the Members of the Chamber for confirmation.

(*j*) In the event of a casual vacancy in the Committee, the remaining members shall have the power of filling the vacancy unless the vacancy be a vacancy in the office of Chairman in which case the vacancy shall be filled by ballot in the manner hereinbefore appointed. A vacancy shall be considered *ipso facto* to occur if a member remain absent from Bombay for more than two months.

(*k*) Chamber Members, partners in firms and Directors of companies which are Chamber Members, and Managers and Officers of such firms or companies duly authorised by Power of Attorney shall be eligible for election and nomination as members of the Committee, but no two representatives of the same firm or company shall be Members of the Committee at the same time.

(*l*) The new Committee as so elected and nominated and confirmed shall take office on the day succeeding the day on which the Annual General Meeting of the Chamber shall be held and shall continue to act until the close of the day on which the next succeeding Annual General Meeting of the Chamber shall be held.

23. The Committee shall, as a rule, meet at least once a week, but when there is no business of importance to transact or when a public holiday falls on the day on which the ordinary weekly meeting would, in natural course, take place, the Chairman may, in the absence of any objection by a member or members of the

Committee, postpone the meeting of the Committee. In no case shall a period longer than twenty-eight consecutive days intervene between successive meetings of the Committee.

24. All meetings of the Committee shall be presided over by the Chairman and in his absence by the Deputy Chairman, and in the absence of both those officers by one of the members of the Committee elected by those present at the Meeting. Three members of the Committee shall be a quorum for the transaction of business. The Chairman of each meeting shall have an original as well as a casting vote.

25. The Committee shall have power to make, alter or revoke bye-laws for carrying on the business of the Chamber, but the Rules of the Chamber shall not be altered except by a majority of three-fourths of the Chamber Members present at a general meeting of the Chamber of which seven clear days' notice has been sent by the Secretary to all members stating the specific changes which will be proposed.

26. The Committee shall have power from time to time to appoint such Committees of its members to consider and deal with special matters as may be necessary and shall have power to associate with those Committees any member or members of the Chamber who shall have full privilege to act and vote on those Committees. Non-members of the Chamber may also be associated but without power to vote.

27. The Committee shall have power to take a lease of offices for the use of the Chamber and to appoint a Secretary and such other officers as may be found necessary for the due conduct of the business of the Chamber upon such terms and subject to such conditions as the Committee may think fit, and to remove every such officer and to pay all the expenses of the establishment, including any requisite legal expenses, and in particular to authorise the expenditure out of the funds belonging to the Chamber in each and every year of any sum or sums not exceeding in the aggregate the sum of Rs. 3,000 for any purpose or purposes which the Committee may in their absolute discretion deem to be fit and proper in the interests of the Chamber, and may also (but only with the approval of an Annual or Special General Meeting of the Chamber) grant pensions or other monetary relief to such

officers as aforesaid, when through ill health or old age or other good and adequate cause they have become incapacitated from further work.

28. All moneys or funds of the Chamber, as received, shall be paid into the hands of the Secretary for the time being and the same shall be available by cheques signed by the Chairman of the Committee or, in his absence by the Deputy Chairman of the Committee, for the time being, and by one other member of the Committee. In the absence of both the Chairman and the Deputy Chairman, cheques shall be signed by two members of the Committee.

29. All the proceedings of the Committee shall be subject to approval or otherwise of General Meetings duly convened.

30. The proceedings of the Committee shall be recorded in a Minute Book to be kept in the office of the Chamber, and shall be opened to the inspection of all members of the Chamber subject to such regulations as the Committee may make in this behalf.

31. The Secretary shall keep a correct and separate list of the names and addresses and nationalities of all Chamber Members and Associate Members. Such list shall be opened for the inspection of every member at any convenient time.

32. The Chamber may undertake through its Committee or a Committee appointed for the purpose the settlement of disputes arising out of commercial transactions under such regulations as the Committee may from time to time direct.

33. Any stranger not being a person eligible for election as a member of the Chamber, engaged or interested in mercantile pursuits visiting the Presidency may be introduced as a visitor by any member of the Chamber inserting his name in a book to be kept for the purpose but a residence of two months shall subject him to the rule for the admission of members.

34. Gentlemen, being British subjects who are distinguished for public services, or who are eminent in commerce and manufactures, may be elected Honorary Members of the Chamber, and as such shall be exempted from paying subscriptions.

35. The foregoing Rules shall be copied into a book, to be kept with the records of the Chamber. They shall be printed and copies shall be distributed to all members.

Procedure in connection with the election of the Chamber's representatives on the Council of State and Bombay Legislative Council.

EXPLANATORY NOTE.

For many years prior to November 1920, the date of the first elections to the New Councils constituted under the Reforms Scheme the Chamber's representatives on the Indian and Bombay Legislative Councils had been elected in accordance with the provisions of the Chamber's bye-laws for the election of members of the Chamber as Trustees of the Port of Bombay and on other public bodies. Under the Rules framed under the Government of India Act, 1919, however, the Chamber becomes a Commerce and Industry Constituency and is entitled to elect one member to the Council of State and two members to the Bombay Legislative Council. Election to these bodies will henceforth be held in accordance with special Rules and Regulations drawn up by the Government of India and the Local Government in that respect. The Rules and Regulations in question have been published in the Gazettes, but for the convenience of members the following summary of their provisions, so far as they relate to elections in this Constitue ncy, has been prepared.

Notes as to the procedure to be followed in connection with the election of Members of the Chamber for the Bombay Chamber of Commerce constituency of the Council of State and the Legislative Council of the Governor of Bombay.

N.B.—It must be distinctly understood that the following Notes are drawn up merely for the convenience of members and are in no way to be considered as over-riding the Rules and Regulations framed under Section 7 of the Government of India Act, 1919.

Rules. Part II and Part III.

1. Chamber Members only of the Bombay Chamber of Commerce will be eligible to vote at elections for, and be eligible for nomination as candidates for election to, the above Councils.

The term Chamber Member includes any person entitled to exercise the rights and privileges of membership on behalf of any person, firm, company, or other corporation registered as such Chamber Member, provided such person is not disqualified under the provisions of Part II of the Electoral Rules, and has been duly nominated, in accordance with Clause 3 of these Notes, by the said Chamber Member.

2. The Secretary for the time being of the Chamber will be the Returning Officer for the Constituency. Regulations. Part I.

3. The Secretary will immediately before each election call upon each Chamber Member to nominate a person, who is duly qualified under Rule 13(*e*) of the Chamber Rules and Regulations and who is not otherwise disqualified, for registration on an Electoral Roll and, except as is hereinafter provided, only such person as is so nominated and registered will be eligible to vote on behalf of such Chamber Member at the ensuing election and be eligible for nomination as a candidate for election at the ensuing election. Regulations. Part II.

4. The Secretary will on or before a date to be fixed by the Local Government publish the Electoral Roll, provided for in Clause 3 of these Notes, at the Head Quarters of the Chamber and at the time of publishing the roll will in like manner publish a notice in the form prescribed in Schedule I attached to these Notes. Regulations. Part II, Clause 1 (3) and Clause 4 and 5.

5. On receipt of the orders made by the Revising Authority in regard to any claims or objections that may be raised, the Secretary will make such cancellations in, and will prepare a list of such additions to, the Electoral Roll as may be required in accordance with such orders and will re-publish such amended Electoral Roll and list of additions at the Head Quarters of the Chamber on or before a date to be fixed by the Local Government. Regulations. Part II, Clause 6.

6. The Electoral Roll will come into force from the date of re-publication provided for in Clause 5. Rules. Part III, Clause 9 (4).

7. The Electoral Roll as amended and supplemented by the list of additions will be conclusive evidence for the purpose of determining whether any person is an elector in this Constituency. Regulations. Part II, Clause 7.

8. A fresh Electoral Roll will be prepared for each election in the prescribed manner. Regulations. Part VIII, Clause 1 (j).

Rules. Part IV, Clause 11.

9. Any person whose name appears on the Electoral Roll of the Chamber may be nominated as a candidate for election in the manner hereinafter provided.

Regulations. Part III, Clause 1 (1)

10. Nominations will be by means of a nomination paper in Form I appended to the Electoral Regulations and which will be supplied by the Secretary to any Chamber Member asking for the same.

Regulations. Part III, Clause 1 (2).

11. Every nomination paper will be subscribed by two Chamber Members as proposer and seconder and will be signed by the candidate as assenting to the nomination.

Regulations. Part III, Clause 1 (3).

12. The same Chamber Member may, in the case of the election to the Legislative Council of the Governor of Bombay, when there are two vacancies to be filled, subscribe two nomination papers. Where a Chamber Member subscribes a larger number of nomination papers, those first received up to the number allowed will be deemed to be valid and the remainder invalid. Where in any such case the Secretary is not able to determine which nomination papers were received first all such papers will be deemed to be invalid.

Regulations. Part III, Clause 1 (4).

13. Each candidate will be nominated by a separate nomination paper.

Regulations. Part III, Clause 2 (1)

14. Save as provided in Clause 15, every nomination paper will be presented to the Secretary at the Head Quarters of the Chamber by the proposer or seconder on or before a date and at a time, if any, appointed by the Local Government in this behalf.

Regulations Part III, Clause 2 (2).

15. A candidate may be nominated by a nomination sent by post so as to reach the Secretary before the time appointed as aforesaid in Clause 14. The proposer and seconder will append to such nomination paper a certificate from a Gazetted Revenue or Judicial Officer that they have signed the paper in his presence and that they are Chamber Members of the Chamber.

Regulations. Part III. Clause 3 (1) & 2.

16. A candidate who has been duly nominated for election may withdraw his candidature by a written and signed communication delivered to the Secretary not less than fourteen clear days before the date fixed for the recording of votes; or if the period between the dates fixed for the scrutiny of nomination papers and the recording of votes

is less than fourteen clear days, not later than the date fixed for such scrutiny. The Secretary will forthwith publish any such withdrawal in such newspapers as he may select and, where the name of the candidate has been inserted in any voting paper, will cause the same to be cancelled.

17. A candidate who has withdrawn his candidature will not be allowed to cancel the withdrawal or to be re-nominated as a candidate for the same election. Rules. Part IV, Clause 11 (3).

18. In the event of the death of a candidate between the date fixed for the presentation of nomination papers and the date fixed for recording votes, all proceedings with reference to such election will be commenced afresh with the exception of proceedings in connection with the drawing up of the Electoral Rolls as provided for in Clauses 3 to 6. Fresh dates for the stages of such election will be prescribed by the Local Government. Regulations. Part III, Clause 3 (3).

19. On the date and at the time appointed by the Local Government for the scrutiny of nomination papers, every candidate or his election agent, and his proposer and seconder may attend at the Head Quarters of the Chamber and the Secretary will allow them to examine all nomination papers which have been received by him. Regulations. Part III, Clause 4 (1).

20. The Secretary will examine the nomination papers and will decide all objections which may be made to any nomination paper on the ground that it does not comply with the provisions of Clauses 9, 10, 11, 12 and 13, and may reject, either of his own motion, or on such objection, any nomination paper on such ground or on the ground that it was not received at or before the time appointed for the nomination of candidates; or that the candidate has not complied with the provisions of Clause 22; the decision of the Secretary, with the reasons therefor, will be endorsed by him on the nomination paper in respect of which such decision is given. Regulations. Part III, Clause 4 (2).

21. The Secretary will forthwith publish in such newspapers as he may select the names of the candidates who have been validly nominated, and the order in which the names of the candidates will appear in the voting paper. Regulations. Part III, Clause 5 (1).

Rules. Part IV, Clauses 11 and 15.

22. On or before the date on which a candidate is nominated the candidate will make in writing and sign a declaration appointing either himself or some other person who is not disqualified under the Electoral Rules to be his election agent and no, candidate will be deemed to be duly nominated unless such declaration has been made.

Rules. Part IV, Clause 16 (1).

23. The appointment of an election agent, whether the election agent appointed be the candidate himself or not, may only be revoked by a writing signed by the candidate and lodged with the Secretary and will operate from the date on which it is so lodged.

Rules. Part IV, Clause 16 (2).

24. In the event of such a revocation or of the death of any election agent, whether such event occurs before, during or after the election, then the candidate will appoint forthwith another election agent and declare his name in writing to the Secretary.

Rules. Part IV, Clause 17 (1).

25. Within one month or such longer period as the Governor may allow after the date of the declaration of the election every candidate, either personally or through his election agent, will cause to be lodged with the Secretary a return of his election expenses containing the particulars specified in Schedule III appended to the Electoral Rules.

Rules. Part IV, Clause 17 (2).

26. Every such return will contain a statement of all payments made by the candidate or by his election agent or by any persons on behalf of the candidate or in his interests for expenses incurred on account of, or in respect of, the conduct and management of the election, and further a statement of all unpaid claims in respect of such expenses of which he or his election agent is aware.

Rules. Part IV, Clause 17 (3)

27. The return will be accompanied by declarations by the candidate and his election agent which will be in the form contained in Schedule III appended to the Electoral Rules, and will be made on oath or affirmation before a Magistrate.

Rules. Part IV, Clause 17 (4).

28. The Local Government will cause to be prepared in such manner, and maintained for such time, as it may direct, a record showing the names of all candidates at every election under these rules, and the date on which the return of election expenses of each candidate has been lodged with the Secretary.

Rules. Part IV, Clause 12 (1).

29. If the number of candidates who are duly nominated and who have not withdrawn their candidature before such time as the Local Government may fix in this behalf exceeds that of the vacancies a poll will be taken.

30. If the number of such candidates is equal to the number of vacancies, all such candidates will be declared to be duly elected. Rules. Part IV Clause 12 (2).

31. If the number of such candidates is less than the number of vacancies, all such candidates will be declared to be elected and the Governor will, by a notification in the *Bombay Government Gazette*, call for fresh nominations for the remaining vacancy or vacancies and if any such are received, will call upon the Chamber to elect a member or members, as the case may be. Rules. Part IV, Clause 12 (3).

32. Votes will be given by ballot and no votes shall be received by proxy. The voting paper will be in Form II—A appended to the Electoral Regulations and the procedure laid down in Parts V and VI of the Electoral Regulations for the recording of votes will be followed. Rules. Part IV, Clause 12 (4) & Regulations. Parts V & VI.

33. In the case of the election to the Council of State, each Chamber Member will be entitled to one vote only, but in the case of the election to the Legislative Council of the Governor of Bombay, when there are two vacancies to be filled, each Chamber Member will have two votes and will be entitled to give both those votes to one candidate or to give one to each of two candidates as he pleases. Rules. Part IV, Clause 12 (5). Regulations. Part V, Clause 1 (c) and (d). and Part VIII Clause 1 (p).

34. Votes will be counted by or under the supervision of the Secretary, and any candidate or candidates or, in the absence of a candidate, a representative duly authorised by him in writing will have the right to be present at the time of counting. Regulations Part VI, Clause 1 (1).

35. When the counting has been completed, the Secretary will forthwith declare the candidate or candidates, as the case may be, to whom the largest number of votes has been given, to be elected. Rules. Part IV, Clause 12 (7).

36. Where any equality of votes is found to exist between any candidates and the addition of one vote will entitle any of the candidates to be declared elected, the determination of the person to or persons to whom such one additional vote will be deemed to have been given will be made by lot to be drawn in the presence of the Secretary of the Chamber and in such manner as he may determine. Rules. Part IV, Clause 12 (8).

37. The Secretary will without delay report the result of the election to the Secretary to the Council, who will publish the name or names of the candidate or candidates elected in the *Government Gazette*. Rules. Part IV, Clause 12 (9).

SCHEDULE I.

Notice under Regulation 4, Part II of the Council of State Electoral Regulations and of the Bombay Legislative Council Electoral Regulations.

Regulations. Part II. Clauses 4 & 5.

1. The Electoral Roll of the Bombay Chamber of Commerce Constituency is hereby published in accordance with Regulation 3, Part II.

2. Any person entered on the roll who objects to any entry in the roll or any person claiming to be entered in the roll should lodge his claim or objection in the following manner:—

(*a*) Such claim or objection shall be made in writing and shall specify the Constituency in question, the grounds on which the right of any person to be entered in the roll is asserted or denied, the evidence which the claimant or objector intends to lead, the address of the claimant or objector, his number, if any, in the Electoral Roll and the area in the roll for which he is entered and in the case of an objection, the number in the Electoral Roll of the person to whose entry objection is taken and the area in the roll for which he is entered.

(*b*) Four copies of the claim or objection shall be delivered or sent by post so as to reach the office of the Judge authorised to receive the claim or objection under the Regulations on or before the third day from the publication of the roll, excluding the day of such publication.

(*c*) A claim or objection which is not lodged in the manner herein prescribed or by a person not entitled to lodge the same, shall be rejected.

3. Claims and objections relating to this roll should be sent to the Chief Judge of the Court of Small Causes, Bombay.

BYE-LAWS FOR THE ELECTION OF MEMBERS OF THE CHAMBER AS TRUSTEES OF THE PORT OF BOMBAY.*

1. Chamber Members only shall be eligible for election as Trustees of the Port of Bombay.

2. The Committee of the Chamber shall as and when necessary invite applications from Chamber members for election as Trustees of the Port of Bombay, and shall fix the date on which the ballot shall be opened.

3. Any Chamber member desirous of becoming a candidate for election as a Trustee of the Port of Bombay shall signify in writing such his desire to the Secretary seven clear days before the date fixed for the opening of the ballot.

4. If the number of candidates for election shall be the same as the number of vacancies, the candidates shall be deemed to be elected.

5. If the number of candidates for election shall exceed the number of vacancies, the Secretary shall send the names of the candidates to each Chamber member three clear days before the date fixed for the opening of the ballot.

6. The ballot shall remain open for three consecutive days (exclusive of Sunday and Bank Holidays) from 10-30 a.m. to 4 p.m. on each day.

7. The voting shall be by papers signed by the Chamber members and deposited in a box provided by the Committee for the purpose. No vote by proxy shall be allowed.

8. No vote shall be received for any candidate whose name has not been circulated by the Secretary under Rule 5 hereof.

9. No vote shall be received from any person who is not a Chamber member.

10. After 4 p.m. on the day fixed for the closing of the ballot, the ballot box shall be opened by a Scrutineer (previously appointed by the Committee) and the Secretary, who shall jointly declare in writing the result of the voting.

11. The candidate, or where there is more than one Trustee to be elected, the candidates, not exceeding the number of Trustees to be elected, who has or have the largest number of votes shall be declared duly elected.

---

* These rules also apply to the election of the Chamber's representatives on the Board of the City of Bombay Improvement Trust, the Bombay Municipal Corporation, and the Bombay Development Board.

12. In the event of an equality of votes preventing the due election of any of the candidates, the Chamber members shall vote afresh in the manner above laid down in respect of the candidates having the equal number of votes.

13. In the event of a casual vacancy or the temporary absence of a Trustee, the same course shall be followed in the appointment of a substitute.

LIBRARY OF THE BOMBAY BRANCH OF THE ROYAL ASIATIC SOCIETY.

RULES REGARDING GENERAL DISPUTES AND ARBITRATIONS.

I. The Chamber, through its Committee, is prepared to arbitrate upon all questions of mercantile interest submitted—

(1) either direct from the two parties to the dispute,

(2) or from the two surveyors or arbitrators appointed by the two parties to the dispute.

In (1) the Chamber, through its Committee, will appoint an Arbitrator. In (2) it will appoint an Umpire.

II. The following fees, to be remitted to the Secretary of the Chamber, together with the application for the appointment of an arbitrator or umpire, will be charged : –

(*a*) When both parties to the dispute are members of the Chamber Rs. 15, of which Rs. 5 will go to the funds of the Chamber and Rs. 10 to the gentleman appointed by the Chamber.

(*b*) When only one party to the dispute is a member of the Chamber Rs. 20, of which Rs. 5 will go to the funds of the Chamber and Rs. 15 to the gentleman appointed by the Chamber.

(*c*) When neither party is a member of the Chamber Rs. 45, of which Rs. 15 will go to the funds of the Chamber and Rs. 30 to the gentleman appointed by the Chamber.

(*d*) In the event of the arbitration not being proceeded with the fee deposited will be refunded, with the exception of the Chamber's fee of Rs. 5 under clauses (*a*) and (*b*) and Rs. 15 under clause (*c*).

Note.—In all cases where the dispute is not capable of being decided in the rooms of the Chamber an extra sum of Rs. 5 will be charged to cover the expenses of the gentleman appointed by the Chamber and will be paid to him.

III. The Committee of the Chamber reserve the right to charge in special cases, involving much time and trouble, a special fee to be fixed by the Committee.

COMMITTEES OF ARBITRATION.

Seeing it to be desirable that questions affecting the prevailing customs of trade in Bombay should be settled in such a way that the decisions arrived at may be properly recorded, and stand thereafter as precedents to regulate the settlement of similar disputes, it was decided by the Chamber, at a General Meeting held on 3rd August 1880, to try and institute such a system as it might be hoped would attain this object. References to the Chamber shall be open to all persons; and if any question affecting, or subject to, the custom of trade of Bombay be submitted, with the mutual consent of those interested, to the Committee of the Chamber, the latter will take it into consideration, and, if they consider it desirable, will appoint a Special Sub-Committee of Arbitration for its settlement under the following regulations:—

1.—A Sub-Committee shall consist of three members, of whom at least one should belong to the General Committee of the Chamber.

2.—A record book shall be kept in which all details shall be entered both as to the questions in dispute, the decisions of the Committee, &c., &c. This book shall be open to all members of the Chamber.

3.—The Sub-Committee may refer to the General Committee for instructions on any point of difficulty.

4.—With the concurrence of those interested, the Sub-Committee may take Counsel's opinion or the evidence of experts, at the expense of the disputants.

5.—The Sub-Committee may decline to express an opinion on the plea that points of law are involved in the case.

6.—A unanimous opinion expressed by the Sub-Committee shall be at once communicated to the parties interested by the General Committee.

7.—Any member of the Sub-Committee dissenting from the conclusion arrived at by the other two may communicate his reasons for dissenting when the Report is handed in to the General Committee.

8.—An opinion given by the Sub-Committee from which dissent is expressed by any of the members shall be reconsidered by the General Committee.

9.—If, out of the General Committee, not less than three members consider that the expression of dissent is justified, the Sub-Committee may be asked to reconsider the case.

10.—If, on reconsideration, the opinion of the Sub-Committee remains unchanged, the decision shall be communicated to the parties interested by the General Committee.

11.—It shall be open to the General Committee to record, in such way as they may consider best, any cases which may be useful as precedents in establishing the custom of the Port.

12.—A minimum fee of Rs. 30 shall be payable to the Secretary of the Chamber by each of the parties to the Arbitration on filing their case, and shall be distributed as follows—Not less than Rs. 15 to the General Funds of the Chamber, and the remainder equally among the arbitrators.

13.—In a case involving a larger fee than Rs. 30 from each party the same shall be fixed by the General Committee who shall also decide as to the distribution. Any extra expense incurred shall be borne by the disputants.

RULES FOR SURVEYS AND ARBITRATIONS ON PIECE-GOODS.

As agreed upon with the Native Piece-Goods Merchants' Association on 7th August 1913.

1. The Chamber of Commerce and the Native Piece-Goods Merchants' Association will each appoint a number of members not exceeding 30 to act as Surveyors.

2. In event of Surveyors disagreeing in their award they may refer the matter to an Umpire chosen by themselves before the arbitration is commenced. The said Umpire to be selected either from the official lists of Surveyors drawn up by the Chamber and the Association, respectively, or from the list of Umpires drawn up as mentioned in Clause 4.

3. If Surveyors are unable to agree as to their Umpire and also disagree in their award, they shall refer the dispute to the Chamber of Commerce for the appointment of an Umpire.

4. The list of Umpires will be drawn up at a meeting held in the Chamber of Commerce between the Chairmen and Vice-Chairmen of the Chamber and of the Association, respectively, and the number selected from each body shall be equal. The number of each shall not be less than six and not more than twelve. The actual number shall be fixed at the first meeting held.

At this said Meeting the representatives of the Chamber and of the Association will select their own Umpires, respectively.

5. The appointment of Umpires is left to the Chamber of Commerce when disputes are referred to the Chamber for such an appointment.

6. In cases where it is considered that special expert knowledge is required, the Chamber has the right to appoint an Umpire who may not necessarily be on the official list of Umpires.

7. In all cases, the decision of an Umpire shall be final.

8. This agreement shall come into force on 15th October, but business shall be resumed at once.

9. Six months' notice in writing shall be given by either party before this agreement can be terminated.

NOTE.—The Chamber undertakes to act fairly in the appointment of Umpires as between the two parties.

The proposed additions Nos. 1, 2, 3, 4 mentioned in the Association's letter, dated 2nd April last, are withdrawn, and No. 5 is accepted.

No. 5 reads as follows:—

In cases where both the Surveyors agree as to the buyer's right to more or less compensation as regards the complaints made, but the only point of disagreement is the amount of the compensation, the Umpire shall either agree with one or other of the Surveyors, or shall award compensation within the limits awarded by the Surveyors.

10. The Native Surveyors to be chosen from among the following:—

Mr. Motilal Kanji	(Messrs. Kanji Dharamsey)
,, Motilal Valabhji	(,, Motilal Kesnavji)
,, Valabhdas Chaturbhuj Shivji	(,, Amritlal Jugjiwan)
,, Vasanji Naranji	(,, Chaturbhuj Shivji)
,, Vithaldas Damoder Govindji	(,, Damoder Govindji)
,, Jethabhai Valji	(,, Jethabhai Valji)
,, Devidas Madhavji, Thakersay	(,, Madhavji Thakersey)
,, Mangaldas Gopalji	(,, Chhotalal Mangaldas)
,, Mathuradas Haribhai	(,, Mathuradas Chaturbhooj)
,, Dhanjishaw Ardeshir	(,, Hormasji Kharsetji)
The Hon. Mr. Manmohandas Ramji	(,, Manmohandas Ramji)
Mr. Mulji Laxmidas	(,, Walji Sunderji)
,, Natvarlal Narandas	(,, Natvarlal Keshavlal)
,, Purshottam Kooverji	(,, Trikamdas Purshottam)
,, Goculdas Dharamsey	(,, Rowji Naranji)
,, Keshavji Ramji Laxmidas	(,, Ramji Laxmidas)
,, Naranji Narsi	(,, Gordhandas Naranji)
,, Ranchhoddas Harjiwan	(,, Damoder Haridas)
,, Naranji Dayal	(,, Premchand Chhagandal)
,, Valji Sunderji	(,, Valji Sunderji)
,, Valji Govind	(,, Morarji Kalyanji)
,, Narotamdas Bhamji	(,, Premchand Tribhowan)
,, Kersandas Premji	(,, Kersandas Purshottam)
,, Haridas Purshotamdas	(,, Purshotam Govindji)
,, Narandas Purushottam	(,, Kavasji Framji & Co.)
,, Lalji Govindji	(,, Bhucandas Govindji)
,, Mathuradas Dungersi	(,, Mathuradas Liladher & Co.)
,, Gokuldas Jivraj	(,, Ghella Dayal)
,, Govindji Jivandas	(,, Morarji Govindji)
,, Balvantrai Ramchandra	(,, Bhalchandra Balvant)

11. The European Surveyors to be chosen from among the following :—

Mr. J. W. Anderson	(Messrs. W. & A. Graham & Co.)
„ L. Barraclough	(„ John Ormerod & Sons (Eastern Agency), Ltd.
„ J. B. Bennett	(„ Latham, Abercrombie & Co.)
„ R. Bossi	(„ C. Boggiano & Co.)
„ A. P. Carus	(„ Fleming Shaw & Co.)
„ H. O. Coates	(„ E. D. Sassoon & Co.)
„ A. D. M. Clarke	(„ Bombay Co., Ld.)
„ J. A. Cronopulo	(„ Ralli Bros.)
„ B. G. Davy	(„ J. A. Begbie & Co.)
„ F. G. Dikkers	(„ Holland-Bombay Trading Co., Ld.)
„ R. D. England	(„ W. & A. Graham & Co.)
„ M. Fox	(„ Forbes, Forbes, Campbell & Co., Ld.)
„ Max Frei	(„ Sulzer Bruderer & Co.)
„ A. Hampson	(„ J. Duxbury & Co., Ld.)
„ S. Hanhart	(„ E. Spinner & Co.)
„ E. Hargreaves	(„ Latham, Abercrombie & Co.)
„ F. A. Hewitt	(„ J. F. Kendrew & Co.)
„ H. Holmes	(„ E. & W. Andrew, Ld.) (Manchester) Bombay Agency.
„ R. A. F. Kidson	(„ W. & A. Graham & Co.)
„ Edgar Lea	(„ David Sassoon & Co., Ld.)
„ A. McIntosh	(„ Greaves, Cotton & Co.)
„ A. S. Micrulachi	(„ Ralli Bros.)
„ U. Orsoni	(„ C. Boggiano & Co.)
„ J. Parkyn	(„ Shaw, Wallace & Co.)
„ P. D. Perdikidi	(„ Ralli Bros.)
„ L. Rozenbloom	(„ C. Macdonald & Co.)
„ T. Sharples	(„ Steiners, Ld.)
„ G. E. S. Sheers	(„ Fleming Shaw & Co.)
„ F. F. Stileman	(„ Killick, Nixon & Co.)
„ H. Vogt	(„ E. Spinner & Co.)

12. Umpires to be chosen from the following list :—

Mr. L. Barraclough.	Mr. Goculdas Jivraj Dayal.
„ J. B. Bennett.	„ Vithaldas D. Govindji.
„ R. D. England.	„ Vussonji Naranji.
„ M. Fox.	„ Purshotam Cooverji Master.
„ H. Holmes.	„ Devidas M. Thackersey.
„ R. D. Marshal.	„ Lalji Govindji.
„ Thomas Sharples.	„ Motilal Kanji.

13. The fee for each Umpire's decision will be Rs. 15, of which Rs. 5 to be paid to the Chamber and Rs. 10 to the Umpire, losor paying, subject to the provisions of the Rule following.

14. It is to be understood that in the event of its being proved to the satisfaction of Surveyors that the importing house had previously offered an allowance in settlement of the dealer's claim equal to, or more than, the allowance granted by the Surveyors, then the whole cost of the survey shall fall on the dealer. On the other hand, if it be proved to the satisfaction of Surveyors that the dealer had offered to accept an allowance equal to, or less than, the allowance decided on by the said Surveyors, then the whole cost of the survey shall fall on the importing house.

RULES AND REGULATIONS FOR THE MEASUREMENT FOR TONNAGE

of cotton and other goods in bales or packages under the orders of the Bombay Chamber of Commerce.

Adopted at a General Meeting of the Chamber, held on 6th March 1901

I. Whereas it is expedient to collate and amend the Rules and Regulations for the measurement of goods.

II. All such Rules and Regulations hitherto in force are hereby rescinded and the following are substituted therefor with effect from the 1st April 1901.

III. In the following Rules and Regulations and in any Orders that may from time to time be issued by the General Committee of the Chamber of Commerce under Rule XVII—

(*a*) Measurer shall mean a measurer appointed by the Committee of the Chamber of Commerce for the purposes of these rules.

(*b*) Measurement shall mean measurement by such measurer.

(*c*) Shipper shall mean the person shipping the goods or his representative.

(*d*) Quay shall mean a place in the Docks or at one of the Bunders recognized for the regular shipment of goods.

(*e*) Vessel shall mean a vessel propelled by sail or steam and not being used for the conveyance of goods from the quay to another vessel in the Port of Bombay.

(*f*) Boat shall mean a vessel, lighter or craft used for the conveyance of goods from the Quay to a vessel in the Port of Bombay.

(*g*) Package shall mean a bale, case, barrel, cask, bag or other receptacle subject to measurement.

(*h*) Consignment shall mean the whole quantity of one commodity subject to measurement to be shipped by one shipper in one vessel.

(*i*) Lot shall mean a package or number of packages forming part of a consignment and presented by one shipper at one time for measurement.

IV. Public Measurers shall be appointed under the authority of the Chamber of Commerce and stationed at the different quays to measure packages.

V. Fees, the amount of which shall from time to time be fixed under the Orders of the General Committee of the Chamber of Commerce, shall be levied in accordance with such Orders on all goods presented for measurement.

VI. No measurements shall be held good except such as are taken by a Measurer and with instruments bearing the stamp of the Chamber of Commerce.

VII. Such instruments shall be supplied and issued to the Measurers by the Chamber of Commerce.

VIII. All instruments shall be submitted to the Secretary of the Chamber of Commerce at intervals to be prescribed by the Committee and a register of such inspections shall be kept.

IX. Measurers shall be responsible for the good order of their instruments and for the prompt return to the Secretary of the Chamber of such as are defective or doubtful.

X. The Chamber's stamp borne by instruments that are found by the Secretary to be defective shall be by him defaced.

XI. Instruments on which the Chamber's stamp has been defaced may be re-stamped under the directions of the Secretary when they are in good order.

XII. Certificates of measurement shall be issued to shippers and/or to Ship Agents in such form and in such manner as the Committee for the time being shall from time to time provide.

XIII. Provided always that the Measurer may withhold or recall such certificate on his having reasonable cause to believe that an irregularity in the matter of shipment has been or is being committed in respect of the goods to which such certificate relates.

XIV. The goods measured shall be alongside the vessel within thirty-six hours after measurement, weather permitting, or the certificate shall be void and the packages shall be re-measured on board, written notice being given by the owner, agent or master of the ship to the Shipper and to the Measurer respectively.

XV. Shippers shall as far as possible see that their goods are so arranged for measurement as not to retard the work of the Measurers.

XVI. The salaries of the Measurers and all other expenses connected with this system of measurement shall be paid by the Chamber of Commerce from the Fee Fund raised under these Rules.

XVII. The Committee of the Chamber of Commerce are hereby authorized to appoint and maintain such staff of Measurers and Assistants, to fix and to pay such salaries to that staff, to fix and to collect such fees, to issue and from time to time to modify such orders, and to do all other such acts and things as may in their opinion be necessary for the proper and economical working of the system in conformity with the general principles herein laid down.

Orders for the Conduct of Measurement of Goods for Tonnage by Public Measurers in the Port of Bombay.

Issued by the Committee of the Bombay Chamber of Commerce in pursuance of Section XVII of the Rules and Regulations adopted at a General Meeting of the Chamber held on the 6th March 1901.

(1) All Orders hitherto in force for the governance of Measurers are hereby rescinded and the following are instituted with effect from the 1st April 1901.

(2) The Measurers shall be in attendance on the Quays to which they are appointed whenever there are goods to be measured. During the busy season Measurers are expected to be on duty early and late.

(3) All Measurement Fees shall be paid to the Measurement Fee Clerk, and no goods shall be measured without the production of the Custom House Pass bearing the endorsement of the said clerk to the effect that the fees have been paid.

(4) The certificates of measurement issued in conformity with Rule XII shall show—

(*a*) the date, hour and place of measurement;
(*b*) the name of the shipper;
(*c*) the name of the vessel;
(*d*) the port of destination;
(*e*) the number and description of packages;
(*f*) the marks;
(*g*) the measurement;
and in the case of goods shipped by boats—
(*h*) the registered number of the boat;
(*i*) the name of the tindal.

The certificates of measurements shall be issued by the Measurers and shall in every case be signed by the Measurer who measured the goods. One copy only of each certificate shall be issued, and such single copy shall be handed to the shipper.

(5) The whole of the packages forming a consignment of not more than thirty-two packages must be deposited on the Quay before measurement is taken.

(6) Consignments of more than thirty-two packages may be presented for measurement in lots of not less than thirty-two packages provided always that each lot, as soon as it is measured, is loaded

into boats or shipped and that no unmeasured lot is mixed with a measured lot. Provided also that a final lot of less than thirty-two packages, being the complement of a consignment of more than thirty-two packages, may be measured separately.

(7) Shippers failing to have each lot as soon as measured loaded into boats or shipped; or shippers mixing unmeasured goods with measured goods or permitting them to be mixed; or shippers retarding the work of the Department by failing to move with reasonable promptitude the bales required by the Measurer to be moved for the proper performance of his duties; or shippers attempting to elude these regulations, any such persons or their representatives may be required by the Measurer to deposit on the Quay the whole complement of their consignment before measurement is taken. In all cases when such requisition is made, the Measurer making it shall briefly report in writing to the Secretary the name of the shipper against whom the goods in respect of which, and the reason for which, it has been made.

(8) Measurer withholding or recalling a certificate under Section XIII of the Rules and Regulations adopted on the 6th March 1901 shall likewise briefly report to the Secretary in writing.

(9) No goods shall be measured otherwise than on a Quay excepting under the special conditions contemplated under Rule XIV and Order 22.

(10) Each and every package in a lot of packages not of uniform dimensions shall be measured individually. This Rule shall not apply to lots of pressed bales from various presses if the shipper arrange such diverse bales according to their respective dimensions separately on the Quay.

(11) In regard to packages of uniform dimensions, the Measurer shall use his judgment as to the proportion of such goods he should measure; but such proportion shall in no case be less than five per centum of each lot. Care must be taken by the Measurers that they are not induced to measure packages that do not fairly represent the average.

(12) In no case shall a shipper's man or men be allowed to put the callipers on a package. A peon of the Chamber holding the callipers may, when standing exactly in front, pull them tight with his

hands, but not when standing on one side, nor shall he ever be allowed to pull the callipers towards his chest or side or to put his shoulder to them.

(13) In measurement for length, care must be taken that the legs of the callipers touch the ground, and that bales when being measured lie in the same position as when in the press. Measurement of bales for depth and breadth shall be taken on the ends, half the number of bales being measured on the marked end and half on the other end.

(14) Measurers when measuring pressed bales shall ascertain whether all are from one press or not, and under orders (10) and (11) of these orders shall further ascertain how many bales there are from each press and shall give measurement accordingly and show on the certificate the number of bales to which each measurement relates.

(15) In cases where the shipper shall hand to the Measurer a letter from the owner, agent or master of the vessel authorising the Measurer to accept for measurement and calculation of average such packages as the said shipper may reserve for such measurement, the Measurer shall measure the packages so reserved and give a certificate on the basis of their measurement, provided that such packages represent not less than five per centum of the entire consignment.

(16) The scale of measurement fees leviable under Rules V and XVII shall be as follows :—

(*a*)	On Cotton, Wool, Hemp, Aloe Fibre, Twist (white and coloured), Rags, and waste in pressed bales.	pies 6 per bale.
(*b*)	On Round Timber or Logs, each	annas 8.
(*c*)	On Gunny bales from Calcutta, Hides and Skins, Piece-goods, and all goods not included under (*a*) & (*b*) in packages of diverse dimensions...	anna 1½ per package.
	Subject to a rebate of pies 9 per package on the Measurer's certifying that the lot measured consisted of not less than 100 packages all of uniform dimensions.	
(*d*)	On goods of any description measured on board a vessel	annas 1½ per package.
(*e*)	When the work of the Department admits of such an arrangement, the exclusive services of a Measurer for a day may be secured on payment to the Secretary of a fee of Rs. 10.	

(*f*) The attendance of a Measurer on a Sunday or one of the Charter-Party Holidays when the Docks are closed may be secured on application to the Secretary, accompanied by the sum of Rs. 15, which shall be paid by him to the Measurer appointed by him to attend. The fee of Rs. 15 shall cover the services of one Measurer for one ship. If two Measurers are applied for two fees of Rs. 15 must be paid at time of application. If a Measurer is required to work on more than one steamer a separate fee of Rs. 15 must be paid in respect of each steamer.

(*g*) The attendance of a Measurer for night duty may be secured in the same manner as above.

(17) All disputes as to the applicability of Order 16 (*d*) under Rule XIV shall be referred to the Weather Working Days Committee of the Chamber and the decision of that Committee shall be final. With respect to Order 16 (*d*) a refund of pies 6 per package will be made on declaration of the said Committee, remitted on the invitation of the Claimant that the state of the weather during the thirty-six hours of grace allowed had been such as to justify the shipper's delay in bringing the goods alongside.

(18) Refund of Measurement Fees in full shall be made in respect of a consignment or portion of a consignment shut out after measurement.

(19) In respect of Round Timber and Logs, the measurement to be certified, in accordance with Order 4 (*g*), shall be as follows :—

Length in feet and inches: As found with tape.

Breadth : The mean of two measurements taken with callipers at thickest and thinnest portions.

Depth: Ditto ditto ditto.

The certificate shall also show under Order 4 (*a*) not only the time at which the work of measurement was commenced, but the time at which it was completed. On application to the Secretary supported by evidence of time as here provided, Refund will be made of the difference between the fee as prescribed under Order (16) (*b*), and a charge of Rupees Two for every hour or part of an hour actually occupied in measurement.

(20) Refund of Measurement Fees shall not be made for any sum less than four Rupees

(21) All claims for Refund of Measurement Fees shall be made to the Secretary of the Chamber of Commerce, who shall allow or disallow such claims in conformity with these Orders, but no claim for Refund of Measurement Fees shall be allowed unless presented within one month from the date of the sailing of the vessel concerned.

(22) Each Measurer shall keep a Dispute Book and it shall be competent for any shipper or the owner, agent or master of a vessel who disputes the correctness of a measurement given in respect of goods being shipped by him to call for the said Dispute Book, which the Measurer shall produce at once, and to enter therein a claim to have the goods in question or any portion of them remeasured. And on the said shipper or the owner, agent or master of a vessel depositing with the Measurer the sum of annas 2 for each package to be remeasured, the Measurer shall at once remeasure such package to packages in such a manner that the shipper or the owner, agent or master of a vessel can see whether the measurement is correctly taken, and shall give to the shipper or the owner, agent or master of a vessel a certificate of the measurement so found and write thereon the words "Protested Certificate. Fee paid Rs....." and the sum so paid. The Measurer shall immediately thereafter forward to the Secretary a statement of the case together with the amount of the Fee received.

Provided that on any of the stations where more than one Measurer is employed, the Measurer whose measurements are disputed shall, immediately after receiving the protest and fee, call another Measurer who shall make the remeasurement in the manner above laid down, shall issue the "Protested Certificate" and forward the necessary statement to the Secretary.

(23) Should a shipper demand remeasurement under Order 22 and should such remeasurement, in the opinion of the Secretary, show the original measurement not to have been substantially correct, the extra fee of annas 2 per package shall be refunded to the shipper on demand and the case reported to the Committee.

(24) Every Measurer shall receive a book of temporary measurement slips together with indelible pencil and carbon paper for making such slips in triplicate. The Measurer will retain the first copy

and from it write up his certificates; the second copy he will hand to the shippers at the time of measurement, and the third to the ship agent's representative on demand.

Provided that when goods are shipped in boats for delivery alongside, the said third copy, belonging to the ship's agent, shall be handed to the boatman from whom it should be obtained by the ship's officers.

(25) One Measurer shall attend in each chowki at 10-30 a.m. for issue of the certificates relating to measurements made on the previous day. Provided that some discretion as to the exact hour of attendance for the purpose stated may be exercised by Measurers on stations where the state of the tide greatly affects the work. Certificates not claimed on the day succeeding measurement shall be preserved for one week and shall then be destroyed by the Measurer personally. Thereafter a certificate can be obtained only on application to the Secretary with the customary fee of Re. 1 for a duplicate certificate.

GENERAL RATES OF COMMISSION.

Table of General Rates of Commission chargeable in Bombay, as revised by the Committee of the Chamber of Commerce, and adopted at the General Meeting held on the 20th June 1889.

IMPORT, EXPORT AND GENERAL BUSINESS.

		Per cent.
1.	On effecting insurance on amount insured	½
2.	On settling insurance losses, whether partial or total, also on procuring return of premium, exclusive of commission on receipt of cash	1
3.	On the sale or purchase of goods of all denominations (except as under)	2½
4.	On purchase of all kinds with the proceeds of goods sold, and on which a commission of 2½ per cent. has been previously charged...	1
5.	On the sale or purchase of ships, of opium and of diamonds, pearls, and jewellery of all descriptions	1
6.	On the sale or purchase of treasure or bullion	½
7	On the sale or purchase of cattle	5
8.	On goods consigned which are disposed of by auction, or sent to a shop, on net proceeds	2½
9.	On goods consigned and afterwards withdrawn, invoice cost ...	1
10.	On guaranteeing the responsibility of persons to whom goods are sold on the amount of sale	1
11.	On attending the delivery of contract goods to the Government or individuals...	1
12.	On collecting house-rent	1
13.	On sale or purchase of private Bills of Exchange	½
14.	On effecting remittances by Bills of Exchange	½
15.	On exchanging Government Securities of all descriptions, or investing money therein, and on transferring Government Paper from one constituent to another	¼
16.	On surrendering or depositing in the Treasury Government Securities of all descriptions	¼
17.	On recovering of bonds, or of bills for absentees overdue at the time of their being placed in the position of the Agent.	1
18.	On debts when a process at law or by arbitration is necessary...	2½
19.	On debts when recovered without process of law or arbitration.	2½
20.	On managing the affairs of the estate for an executor or administrator	5
21.	On recovering funds from a bankrupt estate	2½
22.	On guaranteeing bills, bonds or debts in general, by endorsement or otherwise	½

		Per cent.
23.	On bills of exchange returned, noted or protested	1
24.	On granting and cashing letters of credit	½
25.	On depositing Government Paper as security for constituents ...	¼
26.	On deposits for short periods 2 or 3 months on amounts of not less than Rs. 25,000...	$\frac{1}{8}$

NATIVE CONSIGNMENTS.

27. The recognised rate of commission in England on the sale of consignments from Bombay shall be 2½ per cent., exclusive of brokerage and guarantee, and the same is added to the Scale of Commissions sanctioned by the Chamber.

SHIPPING BUSINESS.

28. On procuring freight 2½

"When the freight is payable in sterling, the Commission shall be calculated on the sterling amount at the following rates for Bank Bills, *viz.*, at the rate for 6 months' sight Bank Bills when the freight is by sailing ships, and at the rate for 3 months' sight Bank Bills when by steamers."

Brokerage, when actually incurred, shall be considered a legitimate charge in ship's accounts.

29. On collecting freight 2½

30. On tendering a vessel (if accepted) for the conveyance of troops; on the amount of the charter party 2½

31. On shipping goods of every description on which no commission for the purchase has been charged 1

32. On shipping treasure, bullion, and jewellery ... ... ½

33. On ship's disbursements when not in funds 1

34. On account of passage-money, whether the same passes through the Agent's hands or not 5

35. For executing orders to Charter or engage Tonnage in Bombay or at outports 2½

36. On realising Bottomry Bonds or negotiating any loan on *respondentia* 1

37. On landing and re-shipping goods from any vessel in distress, stranded or wrecked, or on landing or selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned,—on the declared value of all such goods as may be re-shipped, and on net proceeds of all such goods as may be publicly sold 1

If Opium, Indigo, Raw Silk or Silk Goods ... ... ½

If Treasure, Precious Stones, or Jewellery ... ... ¼

38. On moneys expended, *i.e.*, on all disbursements made in efforts to save Ship or Cargo 2½

Note applicable to Rates of Commission generally.—When the amount on which commission is payable is stated in rupees, the commission shall be calculated in that currency; and when in sterling at the rate provided for under Rule 28 of the General Rates of Commission which sets the rate on "procuring freight."

SHIP FREIGHT INWARDS TO BOMBAY. PAYABLE IN BOMBAY.

At the Annual General Meeting of the Chamber held on the 6th April 1921 the Resolution passed at the General Meeting held on 9th August 1876 and amended at the Annual General Meeting held on 25th March 1918, regulating the payment in Bombay of Ship Freight Inward to Bombay, was further amended to read as follows:—

That the conversion into Indian currency of sterling freight inward to Bombay, payable in Bombay, shall, unless otherwise stipulated, be made at the rate for Bank Bills on London, payable on deman ; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable in such purpose during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's "Current Quotations."

SHIP FREIGHT OUTWARDS FROM BOMBAY. PAYABLE IN BOMBAY.

At the Annual General Meeting of the Chamber held on the 6th April 1921 the Resolution passed at the Annual General Meeting held on 21st February 1912 and amended at the Annual General Meeting held on 25th March 1918, regarding ship freight outwards from Bombay, payable in Bombay, was further amended to read as follows:—

That freight outward from Bombay, stated in sterling, payable in Bombay (in the absence of any stipulation in the Shipping Order or Charter Party to the contrary), shall be converted into Indian Currency at the rate for Bank Bills on London, payable on demand; and that the rate quoted in the Chamber's Current Quotations shall be the rate applicable to goods shipped during the subsequent week, *i.e.*, the Sunday to Saturday following the date of the Chamber's Current Quotations; the date governing the rate of exchange shall be the date of the mate's receipt, or in the case of a series of mate's receipts, the date of the last receipt; on difference of freight 1¼ per cent. as customary in the case of sailing ships and 1½ per cent. for steamers being allowed as discount to cover cost of insurance and interest until the due date of the freight.

ANTE-DATING BILLS OF LADING.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881:—

"That, having considered the question of ante-dating bills of lading either on dock receipts or for goods alongside, the Chamber is of opinion that such a proceeding is open to most serious objections and might involve grave responsibilities."

SHUT-OUT CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 30th January 1889 :—

"That the Resolution passed at the Special General Meeting of the Chamber on 22nd July 1881, respecting shut-out cargo, be amended as follows :—That in cases when shipping orders have been issued without any special stipulation in respect of shut-out cargo, the shipper, provided he has fulfilled the terms of his shipping order, shall have the right to demand a fresh shipping order in the first going vessel for the same port from the Agent of the vessel that has failed to take in his cargo, and shall also be entitled to recover any losses and additional expenses which he may have incurred through his cargo being shut-out. If the Agent declines or omits to grant this, the shipper should himself have the power to engage the necessary tonnage, and to claim on the said Agent for any difference in freight or other expense to which he may have been put."

DETENTION OF CARGO BOATS ALONGSIDE VESSELS.

RESOLUTION passed at the Special General Meeting of the Chamber on 22nd July 1881 :—

"That, while recognizing the grievance which exists, the Chamber is unable to recommend a remedy that would be mutually satisfactory to those interested."

DELIVERY OF GOODS ON SUNDAYS AND OTHER HOLIDAYS.

RESOLUTION passed at the Annual General Meeting of the Chamber on 11th March 1903:—

"That produce falling due for delivery on a Sunday or on a Charter Party and Shipping Holiday must be delivered on the day previous to the Sunday or the Charter Party and Shipping Holiday as the case may be."

BROKERAGE ON FREIGHT TRANSACTIONS.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 6th April 1921 :—

"That the brokerage to be paid by Shipping Companies in Bombay to recognised brokers for securing freight homeward shall be annas six per ton."

CLAIMS FOR SHORTAGES.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 6th April 1921 :—

"That in all cases where claims are made against steamship companies for shortages such claims, if passed, shall be paid at the current rate of exchange ruling on the date of the arrival of the steamer concerned."

POCKETS OF CARGO.

RESOLUTION passed at the Annual General Meeting of the Chamber held on 17th February 1909 :—

"It is the opinion of the Chamber of Commerce that pockets of cargo of any kind ought not to be of greater dimensions than 20" × 28" and ought not to contain more than 56 lbs."

TONNAGE SCALE AT BOMBAY.

OLD SCALE.

STEAMERS.

At the Annual General Meeting of the Members of the Bombay Chamber of Commerce, held on Tuesday, 8th October 1872, it was proposed by G. A. Kittredge, Esq., of Messrs. Stearns, Hobart & Co., seconded by Thomas Wilson, Esq., of Messrs. Antrobus & Co., and carried unanimously:—"That the subjoined Scale and the accompanying Rules be taken to regulate the steamer trade from Bombay and the Malabar Coast to the United Kingdom and the Continental Ports in Europe, in the absence of special agreement to the contrary":—

1. That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet and 16 cwt. deadweight to the ton.
2. That Hides and Skins, whether in bales or bundles, be taken by measurement and not by weight.
3. That Oil be taken on the outside measurement of the cask.
4. That when Freight is payable on weight, the same is to be on the net weight delivered.
5. That these Rules and the subjoined Scale come into force for steamers from this date—Tuesday, 8th October 1872.

SHIPS.

At a General Meeting of Merchants held in the offices of the Chamber of Commerce, Bombay, on the 6th of June 1856, convened by Circular under the direction of the Committee of the Chamber,

William Forsyth Hunter, Esq., Chairman of the Chamber, in the chair, it was proposed by Henry Scott, Esq., of Messrs. Finlay, Scott & Co., seconded by John Campbell, Esq., of Messrs. Campbell, Mitchell & Co., and unanimously carried:—"That from and after the 1st of January 1857, the following amended Scale be taken to regulate her Trade from Bombay and the Malabar Coast to the United Kingdom, in the absence of special agreement to the contrary."

Proposed by James Fleming, Esq., of Messrs. W. Nicol & Co., and seconded by William Trevor Roper, Esq., of Messrs. Lawrence & Co., and carried unanimously:—"That the freight on Oil be paid on the full gauge of the cask, ascertained at the port of discharge."

Proposed by Thomas Stock Cowie, Esq., of Messrs. Remington & Co., and seconded by John Parsons, Esq., of Messrs. Cardwell, Parsons & Co., and carried unanimously:—"That when freight is payable on weight, the same is to be on the net weight delivered."

(Sd.) W. F. HUNTER, *Chairman.*

At the General Meeting of the Bombay Chamber of Commerce, held on 22nd July 1881, the following Resolutions were passed:—

I. That the subject of the revision of the Tonnage Scale be laid before the next General Meeting, so that any member desiring the re-measurement of any particular article of export may have an opportunity of bringing forward his proposal by Resolution.

II. That the General Committee be authorised to add new articles to the Tonnage Scale after testing them, notice being given to members by circular, and to the public by advertisement, of the time and place of such testing, and that such additions, before being formally entered in the Tonnage Scale, shall be sanctioned at a General Meeting of the Chamber.

II. That in any revision of the Tonnage Scale, which might be decided on by the Chamber, or any addition thereto, the present basis for ship and steamer tonnage shall be adhered to.

NEW SCALE.

At a General Meeting of the Bombay Chamber of Commerce, held on 20th of July 1883, the following Resolution was passed :—

> That Rule I prefixed to the Tonnage Scale be cancelled, and the following rule be substituted :—That the Tonnage Scale for steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwts. deadweight.

The Tonnage Scale of the Bombay Chamber of Commerce up to 1901 consisted of three columns, namely, in the first column "Steamers, old scale," as established under the rules adopted at the General Meeting held on 8th October 1872, and under Rules II and III adopted at the General Meeting held on the 22nd July 1881 : and in the second column, "Steamers, new scale," as established under the rules adopted at the General Meeting held on 20th July 1883 together with the Rules II and III of 1881 aforesaid : and in the third column, "ships," as adopted at the General Meeting held on the 6th June 1856. Under the aforesaid Rules II and III of 1881, various alterations of and additions to the tonnage scale had been made from time to time, but the entering of such alterations and additions on the New Scale was not accompanied by removal of the original entry on the old scale. It was, therefore, resolved at the Annual General Meeting held on 12th March 1902, "that the following rates of tonnage hitherto shown upon the old scale, and which are hereby declared obsolete and void, be entirely deleted from the Tonnage Scale :—Bajree in bags, 16 cwts. ; Coffee in bags or Frazils, 12 cwts.; Copra in robbins, 8 cwts.; Gram in bags, 15 cwts.; Jowari in bags, 16 cwts.; Lang in bags, 16 cwts.; Mowra flowers, 16 cwts.; Mussur in bags, 16 cwts.; Teel or Gingelly seed, 14 cwts. ; Rape seed, 14 cwts.; Mustard seed, 14 cwts. ; Rice in bags, 16 cwts. ; Saltpetre, 16 cwts.; Wheat, 16 cwts."

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 cwt.
Annotto, in cases	40 feet.	50 feet.
Apparel	40 feet.	50 feet
Arrowroot, in cases	40 feet.	50 feet.
Asafœtida, in cases	40 feet.	50 feet.
Bajree, in bags	18 cwt.	20 cwt
Barilla	16 cwt.	20 cwt.
Barley, in bags	15 cwt.	.....
† Bran, in bags (pressed)	10 cwt.	.....
Do. do. (unpressed)	9 cwt.	.....
Bees' Wax, in cases	40 feet.	50 feet
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt
Bone-meal and bone-dust	20 cwt.	20 cwt.
Bone-meal, in bags (in accordance with the average quality of which a standard is preserved by the Chamber)	20 cwt.	.....
*Bones, crushed, in bags (as per Standard A preserved by the Chamber)	11 cwt.	.....
*Do. B do. do.	14 cwt.	.....
*Do. C do. do.	17 cwt.	.....

† *Note.*—Pressed Bran to be understood as not less than 5 maunds (of 28 lbs.) in a bag of 45½ × 25 inches.

*At the Annual General Meeting held on 6th March 1901, the following resolution was adopted :—That the following footnote to the item Crushed Bones in the Chamber's Tonnage Scale be added :—These standards are for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber which may fix any scale as per standards intermediate or otherwise, and that this alteration be given effect to in the supplements now being printed for publication with the report for the past year. A survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bones, loose	.....	.....
Books	40 feet.	50 feet.
Borax, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Buffalo horns, in bundles	6 cwt.	8 cwt.
Bullion	per cent.	per cent.
Camphor, in cases...	40 feet.	50 feet.
Canes, Rattans, in bundles	13 cwt.	16 cwt
Cardamoms, in bundles	40 feet.	50 feet.
Cassia Lignea, Fistula, and Buds	40 feet.	50 feet.
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars	40 feet.	50 feet.
Cinnamon, in bales	...	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 feet.	50 feet.
Do. in bags or frazils	8 cwt.	10 cwt.
Coals	...	20 cwt.
Cocoa, in bags	10 cwt.	12 cwt.
Coculus Indicus, in bags	13 cwt.	16 cwt.
Coffee, in cases	40 feet.	50 feet.
Do. in bags or frazils	14 cwt.	16 cwt.
Coir, in bales	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils	40 feet.	8 cwt.
Colocynth, in cases	40 feet.	50 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Colombo Root, in bags	8 cwt	14 cwt.
Copra, in robbins...	8 cwt.	12 cwt.
Do. in bags	...	12 cwt.
Cut Copra, in bags	10 cwt.	.....
Coral, Rough (not specimen), in bags... ...	16 cwt.	20 cwt.
*Cotton Seed	13 cwt.	.....
Cotton, in bales	40 feet.	50 feet.
Cowries, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Cubebs	10 cwt.	12 cwt.
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
† Cylindrical Packages, Rolls, &c.	40 feet.	40 feet.
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 cwt.	16 cwt.
Dhall, crushed, in bags	17 cwt.	.....
Dragons' Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 cwt.	20 cwt.

* The following Resolution was adopted at the Annual General Meeting on 6th March 1901:—That Cotton Seed, cleaned, be for the present omitted from the Chamber's Tonnage Scale, and that this alteration be given effect to in the supplement now being printed for publication with the report for the past year.

† On and after 1st April 1902, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, namely, that the square of the diameter be multiplied into the length and one-fifth deducted from the product (Resolution adopted at Annual General Meeting of the Chamber held on 12th March 1902).

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Fennel Seed	10 cwt.	...
Fenugreek or Methey Seed	17 cwt.	...
Flour, in bags	18 cwt.	...
Do. middlings, or sharps, in bags	12 cwt	...
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags	13 cwt.	16 cwt.
Do. in cases	40 feet.	50 feet.
Ginger, dry, in cases	40 feet.	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram, in bags	17 cwt.	20 cwt.
Groundnuts, shelled	13 cwt.	16 cwt.
Do. unshelled	6 cwt.	8 cwt.
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags...	13 cwt.	16 cwt.
Do. (Persian), in double bags...	17 cwt.	...
Do. (Arabic) „ „		
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 feet.	50 feet.
Do. loose or in bundles	5 cwt.	7 cwt.
Hides & Skins, in screwed bales	40 feet.	50 feet.
Do. loose and in small bundles	40 feet.	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 cwt
Do. Deer, loose	6 cwt.	8 cwt.
Horn Tips, of any kind	13 cwt.	16 cwt.
Indigo, in cases	40 feet.	50 feet.
Iron, old	20 cwt.	20 cwt.
Iron Rails	20 cwt.	20 cwt.
Jackwood	40 feet.	50 feet.
Jowaree, in bags	18 cwt.	20 cwt.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lang, in bags	18 cwt.	20 cwt.
Do. crushed, in bags	17 cwt.	...
Linseed, in bags	16 cwt.	18 cwt.
Mace, in cases	40 feet.	50 feet.
Maize, in bags	16 cwt.	...
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 cwt.	20 cwt.
Do. Seed, in bags	13 cwt.	16 cwt.
Munjeet or Madder Root, in cases or bales ..	40 feet.	50 feet.
Do. in bundles or bags	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Myrabollams, in bags	13 cwt.	16 cwt.
*Myrabollams, crushed, in bags	11 cwt.	...
Myrabollam Powder	15 cwt.	...
Niger Seed	14 cwt.	17 cwt.
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 feet.	50 feet.
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	210 Im. gals.
Do. Cocoanut	11 cwt.	...
Oil Cake (machine pressed flat) except Cocoanut	17 cwt.	...
Do. do. Cocoanut (machine pressed flat) of all shapes	15 cwt.	...
Do. do. in pieces (machine pressed) ...	12 cwt.	...
Do. do. of all kinds (hand or bullock pressed)	12 cwt.	...
Do. do. Powder...	16 cwt.	...

* *At the Annual General Meeting held on 3rd March 1909, it was resolved that the footnote to the item Crushed Myrabollams in the Chamber's Tonnage Scale be amended to read as follows:—*

This standard is for guidance only. In case of disagreement, either shipper or steamer may claim survey by the Chamber, which may fix any scale based on the standard. A Survey fee of Rs. 30 shall be paid on submission of the case.

ARTICLES.	STEAMERS.	SHIPS.
Oil Seeds—	To the Ton.	To the Ton.
Castor Seed, known as Bold Cawnpore description and mixtures containing more than 2 per cent. of such	10 cwt.	17 cwt.
Castor Seed, other sorts, not containing more than 2 per cent. of the Bold Cawnpore description	13 cwt.	17 cwt.
Teel or Gingelly Seed	15 cwt.	
Rape Seed	16 cwt.	...
Mustard Seed	16 cwt.	...
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 cwt.	16 cwt.
Pimento	12 cwt.	14 cwt.
Plumbago, in bags	16 cwt.	20 cwt.
Pollards, in bags	10 cwt.	...
Poppy Seed, in bags (1¼ cwt.)	14 cwt.	17 cwt.
Do. double bags (1¼ cwt.)	13 cwt.	16 cwt.
Do. single bags (1¼ cwt.)	14 cwt.	17 cwt
Do. double bags (1¼ cwt.)	14 cwt.	17 cwt
Rattans, in bundles	13 cwt.	16 cwt.
Do. Ground	13 cwt.	16 cwt.
Red Wood...	13 cwt	16 cwt
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 feet.	50 feet.
Do. in bags	8 cwt.	10 cwt.
Safflower Seed (Kurdai Seed or Kasumba), in bags	13 cwt.	...
Sago, in cases	40 feet.	50 feet.
Sal Ammoniac, in cases	40 feet.	50 feet.
Do. in bags	15 cwt.	18 cwt.

ARTICLES.	STEAMERS.	SHIPS.
Salt	To the Ton. 28 Indian maunds of 82¾ lbs.	To the Ton. 28 Indian maunds of 82¾ lbs.
Saltpetre	20 cwt.	20 cwt.
Sandalwood and Sapanwood	9 cwt.	16 cwt.
Sandalwood roots and chips	7 cwt.	.....
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt	6 cwt.
Do. in bales	40 feet	50 feet.
Shells, Rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 cwt.	10 cwt.
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 feet.	50 feet.
Sugar, in double bags	19 cwt.	20 cwt.
Talc	16 cwt.	20 cwt.
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tea, in chests	40 feet.	50 feet.
Timber, Teak: Square Planks and Poon ...	40 feet.	50 feet.
Do. Round, one-fifth off	...	...
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 feet.	50 feet.
Turmeric, in bags...	11 cwt.	13 cwt.
Tutenague	16 cwt.	20 cwt.
Unrated Wood	11 cwt.	14 cwt.
Weed Seed (in bags)	10 cwt.	...
Whanghees (*vide* Canes)	13 cwt.	16 cwt.
Wheat	18 cwt.	20 cwt.
Wines and Spirits, in casks	40 feet.	50 feet
Do. in cases	40 feet.	50 feet.
Wool, in screwed bales	40 feet.	50 feet.
Zedoary	16 cwt.	20 cwt.

*** The Standard Ton at Bombay for Measurement Goods shall be taken at 50 cubic feet for ships.

Bombay Port Trust Docks.

Scale of Rates to be charged on goods Imported or Exported at the Bombay Port Trust Docks other than goods Imported or Exported by Coasting Steamers plying between Bombay and Ports on the West Coast of India for which there are separate rates.

SECTION I.

Wharfage Charges

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
1	ANIMALS, ETC., LIVING.		
A	Animals for Public Gardens in India	Free	
B	Birds, large, not otherwise enumerated ..	Each	0 4 0
C	„ small „ „ ..	Cage	0 2 0
D	Calves, foals, deer and pigs	Each	0 10 0
E	Camels, horses and mules	„	2 0 0
F	Cows, buffaloes and bullocks	„	1 0 0
G	Dogs and monkeys	„	0 3 0
H	Donkeys	„	1 2 0
I	Elephants	„	6 0 0
J	Fowls and ducks	Dozen	0 3 0
K	Goats and sheep	Each	0 5 0
L	Pigeons, quails and partridges	Dozen	0 2 0
M	Small birds or animals, such as cats, monkeys, etc., in charge of owner	Free	
N	Snakes and reptiles	Each	0 2 0
O	Tigers, bears, crocodiles and other wild animals	„	5 0 0
P	Tigers and other wild animals, cubs of ..	„	1 0 0
Q	Turkeys and geese	„	0 0 6
2	APPAREL.		
A	Clothing, old or new, haberdashery, hosiery, millinery, boots, shoes, caps, hats and hatters' ware and feathers	*Ad valorem* Import	½%
		Package. Export	0 6 0
B	Gold and silvercloth, braid, thread, lametta, real and imitation.	*Ad valorem* Import	½% with minimum charge of Rs. 1-8-0 per package.
		Export Package.	1 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
	APPAREL—*contd.*		
C	Baggage, passengers', *bona fide*, within the meaning of the Rules issued by the Customs Department, unmanifested and for which Dock labour is not supplied	Free	
D	Baggage, passengers', not regarded as *bona fide*, within the meaning of the Rules issued by the Customs Department	Package Cartload	0 2 0 0 8 0
E	Baggage of sailors, members of the Water Police and Preventive Officers when proceeding on or returning from duty through the Docks ..	Free	
3	ARMS AND AMMUNITION.		
A	Guns, small arms, sporting guns, rifles, pistols, revolvers, etc., when imported or exported singly as part of personal equipment or baggage	Free	
B	Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported or exported in cases or packages ..	Package	0 8 0
C	Guns, small arms, sporting guns, rifles, pistols, revolvers, swords, bayonets, etc., when imported singly	Each	0 2 0
D	Lead shot	Ton	2 4 0
E	Parts of rifles, etc., safety cartridges (loaded), cartridge cases (empty), percussion caps and materials and implements for loading cartridges and accessories	Package	0 8 0
4	BONES, CRUSHED AND UNCRUSHED, MEAL AND DUST AND BONE SINEWS	Ton	1 4 0
5	BOOKS, BOOK COVERS, MANUSCRIPTS, RULED AND PRINTED MATTER, INCLUDING MAPS AND CHARTS	Package	0 8 0
6	BRUSHES AND BROOMS AND MATERIAL FOR MANUFACTURE OF.		
A	Bristles and fibre for brushes and brooms ..	Case	0 8 0
B	Brushes and brooms, etc., in cases	,,	0 8 0
C	,, ,, loose	100	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
7	BUILDING AND ENGINEERING MATERIALS NOT MADE OF METAL.		
A	Asphalt	Ton	1 12 0
B	Bricks of all kinds, not otherwise enumerated	„	1 12 0
C	Building stone, roofing felt, roofing slates and materials not enumerated	„	2 4 0
D	Cement, lime, lime-stones	„	1 2 0
E	Clay, fire	„	2 0 0
F	Earthenware hoppers or pans for water-closets	Cask	1 0 0
		Crate	0 14 0
		Case	0 10 0
		Loose Each	0 2 0
G	Earthenware pipes and connections	Ton	1 12 0
H	Tiles, foreign or country	„	2 4 0
I	Wooden doors and window frames	Package	0 6 0
8	CANDLES OF ALL KINDS	Cwt.	0 4 0
9	CARPETS, OIL CLOTH AND FLOOR COVERINGS.		
A	Carpets, woollen	Package	0 12 0
B	„ other than woollen	„	0 8 0
C	Oil cloth and floor cloth	Ton	2 0 0
10	CARRIAGES, CARTS, MOTOR CARS AND BICYCLES OF ALL KINDS.		
A	Carriages, four-wheeled	Each	10 0 0
B	„ two-wheeled	„	8 0 0
C	Wheels and parts of carriages and carts unpacked	„	0 4 0
D	„ „ „ „ packed	Package	0 12 0
E	Carts, four-wheeled	Each	4 0 0
F	„ two-wheeled	„	3 0 0
G	„ country	„	1 0 0
H	Bicycles, tricycles, etc., unpacked	„	0 8 0
I	„ „ packed	Package	1 0 0
J	Motor cars	Items 43 B& 30	
K	„ cycles, packed	Package	4 0 0
L	„ „ unpacked	Each	1 0 0
M	Wheel barrows	„	0 2 0
11	CHEMICALS AND CHEMICAL PRODUCTS.		
A	Acids of all kinds	Case	0 8 0
B	„ „	½ Case	0 6 0
C	„ „ in drums	Drum	0 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
	CHEMICALS AND CHEMICAL PRODUCTS—*contd.*		Rs. a. p
D	Carbide of Calcium	Cwt.	0 2 0
E	Chemicals and chemical products, not otherwise enumerated	Ton	2 0 0
F	Chemicals and chemical products when weight cannot be ascertained	Case	0 8 0
G	Cylinders of carbonic acid gas, etc.	Each	0 2 0
H	„ „ ammonia	„	0 8 0
I	Disinfectants, dry	Ton	1 8 0
J	„ liquid	5 gallons or part thereof.	0 2 0
K	Ether	Package	0 8 0
12	CLOCKS, WATCHES AND OTHER TIME-PIECES.		
A	Clocks and time-pieces	Case	0 8 0
B	Clocks, large, for towers, and accessories for clocks, etc.	„	0 12 0
C	Watches, gold and silver	*Ad valorem* Import	1/8% minimum charge of Rs. 10-8 per package.
		Export	
		Package	1 8 0
D	„ other	Case	0 12 0
13	COAL, COKE AND PATENT FUEL.		
A	Coal, coke, charcoal, patent fuel, cinders, ashes and mint dust, in bulk (without Port Trust labour)	Ton	0 8 0
B	Coal, coke and charcoal, in bags	„	0 10 0
14	COIR AND OTHER FIBRES, CORDAGE, ROPE AND TWINE.		
A	Coir carpets in rolls	Package	0 8 0
B	„ mats (door mats)	„	0 6 0
C	Cordage and rope of all kinds	Ton	2 0 0
D	Hemp, rhea, coir and aloe fibres, loose, in bundles	„	2 0 0
E	Hemp, rhea, coir and aloe fibres, pressed ..	Bale	0 4 0
F	Twine	Ton	2 0 0
15	CORAL, REAL OR IMITATION	Package	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
16	CORK.		
A	Corks	Package	0 6 0
B	Corkwood sheets	„	0 8 0
17	COTTON AND ARTICLES MADE OF COTTON.		
A	Cotton piece-goods upto 40 c. ft. each	Package	0 6 0
B	„ „ over 40 c. ft.	„	0 12 0
C	Cotton, raw, Indian, pressed bales (3½ cwts. plus tare) or docras of 3 cwts. or under ..	Bale or docra	0 4 0
D	Cotton, raw, American, or other pressed bales of 4 cwts. or over	Bale	0 6 0
E	Cotton, raw, Egyptian, or other pressed bales of 6 cwts. or over and unpressed bales or docras of over 3 cwts.	Bale or docra	0 6 0
F	Thread, sewing	Package	0 6 0
G	Twist and yarn	„	0 4 0
H	Waste, cotton, twist	Bale	0 4 0
18	DRUGS AND MEDICINES.		
A	Drugs, country or foreign, in bulk, bags or bundles ..	Ton	2 0 0
B	„ „ „ packed ..	Package	0 8 0
19	DYEING AND TANNING MATERIALS.		
A	Dyes, country, in bulk, bags or bundles, not otherwise enumerated	Ton	2 0 0
B	Dyes, country, in cases	Case	0 8 0
C	„ foreign	Cwt.	0 4 0
D	Gallnuts, myrabollams	Ton	1 0 0
20	EARTH AND CLAY, INCLUDING SAND AND BALLAST.		
A	Ballast and kentledge (without Port Trust labour)	Ton	0 4 0
B	„ „ „ by lighters to and from Port Trust Bunders ..	Free	
C	Chalk, talc, pipe clay, mica and gypsum ..	Ton	2 0 0
D	China clay	„	2 0 0
E	Earth and ochre of sorts	„	1 0 0
F	Plaster of Paris	Package	0 8 0
G	Whiting	Ton	2 0 0
H	„ imported loose as broken stowage ..	„	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p
21	EARTHENWARE, CHINA, PORCELAIN, AND GLASS, EXCEPT BUILDING AND ENGINEERING MATERIAL.		
A	Bowls, cups, chillims, country	100	0 2 0
B	Carboys, empty, and coojas	Each	0 0 3
C	Chinaware in rolls	Dozen	0 4 0
D	Empty bottles	Package	0 8 0
E	„ „ unpacked	Dozen	0 0 6
F	Glass bangles, beads, tubs, &c.	Package	0 8 0
G	Glass, China, and earthenware, broken	„	0 6 0
H	„ window	„	0 3 0
I	„ plate and sheet	„	0 8 0
J	Glass and earthenware, porcelain, chinaware, japanware and lampware	Cask Crate Case, &c.	1 0 0 0 12 0 0 8 0
K	Pots and jars, unpacked	Each	0 1 0
L	Retorts, loose	Ton	2 4 0
22	FIREWORKS OF ALL KINDS.		
A	Dewasalis and joss sticks	Package	0 2 0
B	Fireworks of all kinds	„	0 8 0
23	FLAX AND ARTICLES MADE OF FLAX.		
A	Canvas including canvas bags in bales	Package	0 8 0
B	Flax and linen piece-goods	„	0 6 0
C	Hose	„	0 12 0
D	Tarpaulins, new	„	0 12 0
E	„ old	„	0 6 0
24	FRUITS, HOPS, VEGETABLES AND EDIBLE NUTS.		
A	Cocoanuts	1,000	0 8 0
B	Copra	Ton	1 0 0
C	Dates in bags or bundles	„	1 8 0
D	Fruits, dried, and edible nuts of all kinds, not otherwise enumerated, in bags or bundles ..	„	2 0 0
E	Fruits, fresh and dried, and edible nuts of all kinds, not otherwise enumerated, in barrels, crates, cases or baskets	Package	0 3 0
F	Fruits, fresh, in bulk	Cartload	0 12 0
G	Groundnuts	Ton	1 0 0
H	Hops	Package	0 8 0
I	Vegetables, fresh, including potatoes, onions, garlic, etc.	Ton Cartload Coolieload	1 0 0 0 12 0 0 2 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
25	FURNITURE AND CABINET-WARE.		
A	Chairs, unpacked	Each	0 1 0
B	Furniture, unpacked, other than chairs ..	,,	0 4 0
C	,, in cases, crates or packages ..	Package	0 12 0
26	GRAIN, FLOUR AND PULSE.		
A	Flour, except corn flour and farinaceous preparations in tins	Ton	0 12 0
B	Grains and pulse other than rice	,,	0 12 0
C	Rice	,,	0 10 0
27	GRASS, HAY AND FODDER, OF ALL KINDS.		
A	Bran, chunee, husk and fodder, for animals ..	Ton	0 12 0
B	Hay, straw and kirbi, pressed	Bale	0 4 0
C	,, ,, in bundles	Ton	2 0 0
28	GROCERIES, PROVISIONS AND OILMANSTORES.		
A	Beef and pork, in casks, barrels, etc.	Package	0 8 0
B	Coffee and cocoa in bags	Ton	1 8 0
C	Fish, dried, fishmaws, shark fins and samoodar fins	,,	2 4 0
D	Ghee	,,	2 0 0
E	Groceries, provisions, oilmanstores and articles under Item 28, in cases	Each	0 4 0
F	Groceries, provisions, oilmanstores and articles under Item 28, fresh, unpacked	Coolie-load.	0 2 0
G	Groceries, provisions, oilmanstores and articles under Item 28, for daily use of ships in Dock.	Free	
H	Indian condiments	Package	0 4 0
I	,, ,, ...	Cask	0 8 0
J	Oatmeal, sago, biscuits and arrowroot and others, unenumerated, in bags	Ton	1 8 0
K	Saffron	Case	1 0 0
29	GUM, GUM RESINS, INDIA-RUBBER AND LAC.		
A	Amber beads and ware	Case	1 0 0
B	Caoutchouc or India-rubber solution	,,	0 8 0
C	Gum, gum resins of all kinds and lac	Ton	2 4 0
D	Hose, rubber-lined	Case	0 12 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
	GUM, GUM RESINS, INDIA-RUBBER AND LAC—*contd.*		
E	India-rubber in bags or bundles	Ton	2 4 0
F	„ and manufactures of, not otherwise enumerated	Case	0 8 0
G	Lac, manufactures of	„	0 8 0
H	Tyres, rubber	Package	1 0 0
I	Waterproof cloth	„	0 8 0
30	HEAVY LIFTS.		
A	Package over 1½ and not exceeding 3 tons ..	Ton	1 12 0
B	„ 3 „ „ 5 „ ..	„	2 0 0
C	„ 5 „ „ 8 „ ..	„	2 8 0
D	„ 8 „ „ 11 „ ..	„	4 0 0
E	„ 11 „ „ 15 „ ..	„	5 0 0
F	„ 15 „ „ 100 „ ..	„	7 8 0
	NOTE.—Charges on heavy lifts and all articles charged under Item 30 will be levied by measurement or weight at option of the Docks Manager, if by measurement 40 c. ft. will be considered one ton, and the rate per ton will be that at which the dead weight is chargeable.		
31	HIDES, SKINS, RAW OR CURED AND GUTS.		
A	Guts	Bale or Package	0 8 0
B	Hides and skins of all kinds including clippings	Ton	2 8 0
32	HORNS, TIPS AND PIECES OF HORN, HORNMEAL AND ARTICLES MADE OF HORN, NOT OTHERWISE ENUMERATED.		
	Horns of all kinds in bulk, bags or bundles ..	Ton	1 8 0
	Horns and articles made of horn, packed ..	Package	0 8 0
33	ICE.		
A	Ice	Ton	1 12 0
B	Small quantities for use of ships in Dock or Harbour	Free	

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
34	INSTRUMENTS, APPARATUS AND PARTS THEREOF, INCLUDING MUSICAL INSTRUMENTS.		
A	Electric fans and parts thereof	Under Items 30, 43B	
B	Electric lights and parts thereof	Package	0 12 0
C	Harmoniums, organs, pianofortes and pianolas, if under 20 c. ft.	,,	1 4 0
D	,, ,, ,, ,, ,, ,, ,, if 20 and under 30 ,,	,,	1 12 0
E	,, ,, ,, ,, ,, ,, ,, 30 ,, 40 ,,	,,	2 8 0
F	,, ,, ,, ,, ,, ,, ,, 40 ,, 50 ,,	,,	3 0 0
G	,, ,, ,, ,, ,, ,, ,, 50 ,, 60 ,,	,,	5 0 0
H	,, ,, ,, ,, ,, ,, ,, 60 ,, 70 ,,	,,	8 0 0
I	,, ,, ,, ,, ,, ,, ,, 70 ,, 80 ,,	,,	12 0 0
J	,, ,, ,, ,, ,, ,, ,, 80 c. ft. and over ..	,,	15 0 0
K	Instruments, drawing, mathematical, musical, nautical, optical, photographic, scientific, surgical, etc., and apparatus not otherwise enumerated	*Ad valorem* Import Package Export	1% 0 8 0
L	Instruments and electrical appliances, fittings and parts of, not otherwise enumerated ..	Package	0 12 0
M	Telegraph, telephone and electric cable and wire	Ton	2 4 0
35	IRONMONGERY, CUTLERY AND HARDWARE.		
A	Baths, iron, galvanized	Dozen	0 12 0
B	Bellows, smiths, unpacked	Each	0 4 0
C	Bricks, bath	Case	0 4 0
D	Buckets, iron or metal	Dozen	0 4 0
E	Drums, empty, small	Each	0 0 3
F	Hardware, ironmongery and agricultural implements, not otherwise enumerated	Ton	2 0 0
G	Lamps, lanterns, lampware, platedware, cutlery, tools and hardware, etc. (when no weight is given)	Cask Crate Package	1 0 0 0 12 0 0 8 0
H	Nails of sorts	Ton	1 12 0
I	Shovels, spades and pickaxes	Dozen	0 4 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
36	IVORY AND IVORYWARE.		
A	Ivory	Cwt.	0 4 0
B	Ivoryware	Package	1 0 0
37	JEWELLERY, PLATE, GOLD AND SILVER.		
A	Gold and silver leaf, real	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
		Export Package	1 8 0
B	„ „ „ imitation	Package	0 4 0
C	Jewellery, precious stones, gems and pearls ..	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
		Export Package	1 8 0
D	„ and pearls, imitation	Package	0 8 0
E	Plate, gold and silver	*Ad valorem* Import	⅛% with minimum charge of Rs. 1-8-0 per package.
		Export Package	1 8 0
38	JUTE, RAW, AND ARTICLES MADE OF JUTE.		
A	Gunny bags, old	Package	0 4 0
B	„ pieces and bags and hessians gunny cloth	Bale	0 10 0
C	Jute canvas	Package	0 8 0
D	„ pressed	Bale	0 6 0
E	„ unpressed (slack bundles)	Ton	2 0 0
39	LACQUERS AND LACQUERWARE	Package	0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
40	LEATHER AND ARTICLES MADE OF LEATHER, NOT OTHERWISE ENUMERATED.		
A	Harness and saddlery	Package	0 8 0
B	Hose, leather	„	0 12 0
C	Leather, foreign or country	Ton	2 8 0
D	„ imitation	Package	0 8 0
E	Portmanteaus, bags and trunks	„	0 8 0
41	LEAVES, CANES AND MANUFACTURES OF.		
A	Bamboos	50 or part of 50	0 4 0
B	Baskets, cane	Dozen	0 2 0
C	Canes, malacca	„	0 4 0
D	„ rattans	Ton	2 4 0
E	Danthans (country tooth brushes)	„	2 4 0
F	Fans, tiffin baskets, reeds	Package	0 8 0
G	Kuskus for tatties	„	0 2 0
H	Leaves, betel, beedie and furrah	„	0 2 0
I	Mats, foreign	„	0 8 0
J	„ country	„	0 6 0
K	Matting	Package or rolls	0 8 0
42	LIQUORS, AND SPIRITS, INCLUDING METHYLATED SPIRITS.		
A	Ale, beer, porter and cider, in wood	Hogshead	0 8 0
B	„ „ „ in bottles	1 doz. quarts or 2 doz. pints.	0 2 0
C	Ale, beer, porter and cider, ...	Kilderkin	0 4 0
D	„ „ „	Firkin	0 2 0
E	Spirits, including methylated spirits, liquors and wines, in wood	Imperial gallon	0 0 4
F	Spirits, including methylated spirits, liquors and wines, in bottles	1 doz. quarts or 2 doz. pints.	0 2 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
43	MACHINERY AND PARTS OF MACHINERY.		
A	Belting, packing, asbestos and asbestos sheets .	Case, Crate or Package.	0 12 0
B	Machinery and parts of machinery not exceeding 1½ tons :— (1) Prime movers .. .. (2) Electrical machinery of all kinds, not including instruments— (a) Generators .. .. (b) Motors .. .. (c) Other kinds .. .. (3) Machinery (not being prime movers or electrical machinery)— (a) Aerated water machinery .. (b) Agricultural „ .. .. (c) Boilers .. .. (d) Metal working machinery .. (e) Mining machinery .. .. .. (f) Oil crushing and refining machinery .. .. (g) Paper mill machinery .. .. (h) Rice and flour mill machinery .. (i) Refrigerating machinery .. .. (j) Saw mill and wood working machinery .. .. (k) Sugar, tea and textile machinery .. (l) Printing machinery .. .. (m) Other sorts of machinery ..	Ton	1 8 0
C	Machinery (and parts of machinery) worked by manual or animal power	Under Item 35 F. G.	
D	Sewing and knitting machines and accessories .	Package	0 8 0
E	Typewriters, duplicators and accessories ..	„	0 8 0
	NOTE (a)—All packages and single items over 1½ tons each will be charged as heavy lifts, under Item No. 30. (b)—Charges on machinery and other items charged as machinery will be levied by measurement or weight at option of the Docks Manager, if by measurement 40 c.ft. will be considered one ton, and the rate per ton will be that at which the dead weight is chargeable.		

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
44	MANURES OF ALL KINDS, NOT OTHERWISE ENUMERATED	Ton	1 4 0
45	MATCHES OF ALL KINDS	Package	1 0 0
46	METALS, MINERALS AND ARTICLES MADE OF METAL, NOT CLASSIFIED UNDER HARDWARE OR MACHINERY.		
A	Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured and unmanufactured and old, not otherwise enumerated	Ton	2 0 0
B	Brass, copper, yellow metal, spelter, tin, zinc and all metals, manufactured when no weight is given	Cask Crate Package	1 0 0 0 12 0 0 8 0
C	Iron and steel, bar, rod, hoop, scrap, sheets, plates, bands, old iron and steel, angle iron, T-iron, girders, castings and cast-iron pipes under 1½ tons, pig iron, galvanized iron pipes, or tubes, steel fagot, keg, spring and octagon.	Ton	1 8 0
	NOTE.—Girders, castings, cast-iron pipes, &c., over 1½ tons	Item No. 30.	
D	Ores of all kinds *Note.*—Shippers of ore are required to furnish the Docks Manager, within six months from date of shipment, with certificates of ore outturned at destination. In such cases, a rebate of annas 2 per ton will be allowed on the original quantity declared and wharfage on the actual quantity excess or short shall be adjusted at 8 annas per ton.	Ton	0 10 0
E	Quicksilver	Package	0 6 0
F	Tin clippings	Ton	0 12 0
G	Wires of all kinds, not otherwise enumerated	,,	2 4 0
47	MINERAL AND AERATED WATERS AND ALL NON-ALCOHOLIC BEVERAGES.		
A	Ærated and mineral waters	Dozen	0 1 0
B	,, ,,	Case or Cask	0 4 0
C	All non-alcoholic beverages	,,	0 4 0
48	NAVAL AND MILITARY STORES.		
A	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, not exceeding 5 tons per piece or package	Ton	2 0 0
B	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, when no weight is given or cannot be ascertained	Package	0 4

No. of Item.	Description of Goods.	How Charged.	Import and Export.
	NAVAL AND MILITARY STORES—*contd.*		Rs. a. p.
C	Naval and Military stores *bona fide* the property of Government, arms (including rifles), equipment, ordnance and commissariat stores, packages over 5 tons in weight	Under Item 30.	
49	OILS.		
A	Liquid fuel in bulk	8 Imperial gallons.	0 0 6
B	„ „ „ in casks or drums ..	„	0 2 0
C	Oils, vegetable, mineral and animal, tin, drum or case, up to 10 imperial gallons	Each	0 3 0
D	Oils, vegetable, mineral and animal, tin, drum or case, over 10 imperial gallons	10 gallons or part of.	0 3 0
E	Oils, vegetable, mineral and animal, tin, drum case, or casks	Ton	1 8 0
F	Oils, kerosene, in tins, drums or cases	8 Imperial gallons.	0 2 0
G	„ „ in bulk, discharged into Trustees' Oil Pipe	8 Imperial gallons.	0 0 6
H	Paraffin wax	Ton	2 0 0
	NOTE.—Vegetable, mineral and animal oils, imported or exported, in bottles, will be charged under Item No. 18 B.		
50	OIL-CAKES	„	1 4 0
51	OPIUM.		
A	Opium, package, up to 70 lbs.	Package	0 12 0
B	„ „ over 70 „	„	1 4 0
52	PAINTS, PAINTERS' MATERIALS, ETC.		
A	Lamp-black	Cwt.	0 4 0
B	Paints, dry and mixed	Ton	2 8 0
C	Turpentine and Turpentine substitutes ..	10 Imperial gallons or part of	0 3 0
D	Varnish, French Polish, &c.	5 Imperial gallons or part of	0 2 0

No. of Item.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
53	PAPER-MAKING MATERIALS.		
A	Pulp of wood or other paper making materials.	Ton	2 0 0
B	Rags	Package	0 4 0
54	PERFUMERY AND PERFUMERY OILS.		
A	Dhowrie, rose and lavender flowers, dried, and incense	Ton	2 0 0
B	Musk	Package	1 4 0
C	Perfumery	Case	1 0 0
D	Perfumed essential and non-essential oils of all sorts	Package	1 0 0
E	Rose water	Case or drum	0 3 0
F	„	Carboy	0 1 0
55	PICTURES, PICTURE FRAMES, PRINTS, ENGRAVINGS, PHOTOGRAPHS AND WORKS OF ART INCLUDING SMALL CLAY AND METAL FIGURES.		
A	Clay figures, unpacked	Each	0 2 0
B	Mouldings	Package	2 0 0
C	Pictures, prints, engravings, photographs and works of art	„	1 0 0
56	PITCH, TAR AND DAMMER..	Ton	2 0 0
57	PLANTS AND BULBS INCLUDING SEEDS FOR SOWING.		
A	Garden seeds and seeds for sowing	Package	0 8 0
B	Plants and bulbs, packed	„	0 4 0
C	„ „ unpacked	Dozen	0 4 0
D	„ for Public Gardens in India	Free	
58	POLISHES.		
..	Polishes and compositions for application to leather or metals	Cask Crate Case	1 0 0 0 12 0 0 8 0
59	PRINTING AND LITHOGRAPHIC MATERIAL (OTHER THAN PAPER.)		
A	Lithographic stones	Ton	2 4 0
B	Printing material, type and dyes	Package	0 8 0
60	RAILWAY AND TRAMWAY PLANT AND MATERIALS.	Under Items Nos. 30 and 43.	

No. of tem.	Description of Goods.	How Charged.	Import and Export.
			Rs. a. p.
61	SALT.		
A	Salt, in bulk or bags	Ton	0 8 0
B	„ refined	Package	0 4 0
62	SEEDS.		
..	Seeds of all kinds not otherwise enumerated ..	Ton	0 12 0
63	SHELLS AND COWRIES.		
A	Shells of all kinds, loose or in bags	Ton	2 0 0
B	„ „ in cases	Case	0 8 0
64	SHIPS, PARTS OF, INCLUDING BOATS AND LAUNCHES AND GEAR FOR BOATS AND LAUNCHES.		
A	Boats and launches, under 1½ tons	Each	2 8 0
B	„ „ over 1½	Under Item 30.	
C	Oars, Indian, unpacked	Dozen	0 4 0
D	„ foreign „	„	0 8 0
E	Ship, launch and boat gear and appliances, not otherwise enumerated	Package	0 4 0
F	„ „ „ „ „ loose	Cart-load	0 8 0
		Coolie-load	0 2 0
65	SILK.		
A	Piece-goods	Package	1 0 0
B	Raw silk, waste and yarn	„	1 0 0
66	SMOKER'S REQUISITES (EXCLUDING TOBACCO)..	„	0 12 0
67	SOAP.		
A	Soap, perfumed	Package	0 8 0
B	„ bar and laundry	„	0 2 0
C	„ soft	Ton	2 0 0
D	Soapnuts (rita and shikakai)	„	2 0 0
68	SPECIE AND BULLION.		
A	Bullion and specie, gold and silver	Piece or Package	0 8 0
B	Coins, other than	Package	0 4 0
69	SPECIMENS, CURIOSITIES, MODELS, ETC... ..	„	0 8 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
70	SPICES, &C.		
	BETELNUTS, CARDAMOMS, CASSIA, CHILLIES, CINNAMON, CLOVES, GINGER, NUTMEGS, PEPPER AND OTHERS UNENUMERATED IN BAGS ..	Ton	2 0 0
71	STARCH AND FARINA IN BAGS, CASKS, &C. ..	„	2 0 0
72	STATIONERY, PAPER, PASTEBOARDS, MILLBOARDS AND CARD-BOARDS OF ALL KINDS.		
A	Ink, writing and printing	Cask or Package.	0 12 0
B	Slates, school	Package	0 2 0
C	Stationery, paper, mill-boards and card-boards of all kinds	Package up to 5 cwts.	0 8 0
D	Stationery, paper, mill-boards and card-boards of all kinds	Over 5 cwts.	0 12 0
73	STONE AND MARBLE.		
A	Marble and stone, manufactured or sculptured, pumice stone, etc.	Dead weight or ton of 40 c. ft.	2 4 0
B	Road metal or rubble (without Port Trust labour)	Ton	0 6 0
C	Tablet stones	Case	0 8 0
74	SUGAR.		
A	Sugar, sugarcandy, jaggery and molasses ..	Ton	1 0 0
B	„ loaf or chopped	Package	0 4 0
75	TALLOW AND STEARINE INCLUDING GREASE AND ANIMAL FAT.	Ton	2 0 0
76	TEA, BLACK AND GREEN	Package	0 4 0
77	TENTS AND PARTS THEREOF	..	1 0 0

No. of Item.	Description of Goods.	How Charged.	Import and Export. Rs. a. p.
78	TOBACCO, ETC.		
A	Beedies or country cigarettes	Package	0 1 0
B	Cigars, cheroots and foreign tobacco, manufactured or unmanufactured, not otherwise enumerated	Cwt.	0 8 0
C	Cigarettes	Case	0 12 0
D	Hookas	Package	0 2 0
E	Snuff	Case	0 8 0
F	Tobacco, country	Cwt.	0 4 0
79	TOILET REQUISITES	Case	0 8 0
80	TOYS, GAMES AND SPORTING REQUISITES ..	,,	0 12 0
81	UMBRELLAS, UMBRELLA FURNITURE, PARASOLS, WHIPS AND WALKING STICKS OF ALL KINDS ..	,,	0 8 0
82	WAX OF ALL KINDS EXCLUDING PARAFFIN WAX.		
..	Wax of all kinds not otherwise enumerated ..	Package	0 4 0
83	WOOD AND TIMBER.		
A	Bark	Ton	1 8 0
B	Boxes, packing cases, casks, barrels, etc., empty, made	Each	0 2 0
C	Firewood	Ton	0 12 0
D	Horse and cattle boxes, empty	Each	1 0 0
E	Sawdust	Bag or Package	0 1 0
F	Sandalwood and lignum vitæ	Ton	2 0 0
G	Shooks and staves for barrels, casks or hogsheads and kerosene oil cases, unmade ..	Bundle Cask	0 2 0 0 8 0
H	Timber, blackwood, ebony, teak, pine, jarrah and other woods, in logs and squares, sleepers, etc.	Ton of 50 c. ft.	1 12 0
I	Planks, scantlings and ceiling boards	,,	2 0 0
J	Woodenware	Case	0 8 0
K	Heads (tops and bottoms) and hoops for barrels, casks or hogs heads, unmade, packed together	Bundle Cask	0 4 0 0 8 0
84	WOOL AND HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT.		
A	Wool, woollen piece-goods and yarns up to 40 c.ft. each	Package	0 6 0
B	Wool, woollen piece-goods and yarns over 40 c. ft.	,,	0 12 0

No. of Item.	Descriptions of Goods.	How Charged.	Import and Export. Rs. a. p.
	WOOL AND HAIR, RAW, AND ARTICLES MADE OF WOOL AND HAIR, INCLUDING FELT—*contd.*		
C	Wool and hair, raw, unpressed	Bale	0 12 0
D	,, ,, pressed	,,	0 4 0
E	,, ,, waste	,,	0 4 0
F	All other articles made of wool or hair ..	Bale, case or package.	0 8 0
85	UNENUMERATED GOODS.		
A	Goods packed in casks	Each	1 0 0
B	,, in crates	,,	0 12 0
C	,, in cases, bundles and bales ..	,,	0 8 0
D	,, in drums and kegs	,,	0 4 0
E	,, in bags	,,	0 2 0
F	Heavy goods chargeable by weight	Ton	2 4 0
G	Mails	Free	
H	Post parcels not exceeding 11 lbs. in weight ..	,,	
I	,, exceeding 11 lbs. in weight ..	Each	0 2 6
J	Samples, small	Parcel	0 1 0
K	,, in cases, etc.	Package	0 6 0
L	Unpacked goods	Cart-load	0 8 0
M	,, ,, ...	Coolie-load	0 2 0

SECTION I—*continued.*

1. The foregoing charges will be levied on a minimum of one cwt. on goods charged at a rate per ton or per cwt. Charges leviable according to weight will be assessed on the net weight of goods, as shown in the Customs Bill of Entry or Invoice, except where otherwise provided.

2. All goods charged per case or package, if exceeding 40 c. ft., will be charged double wharfage, except where otherwise enumerated.

3. Cases, etc., containing assorted or sundry goods will be charged, wharfage according to that item comprised in contents in respect of which the highest rate is provided in the foregoing Schedule.

4. For the assessment of wharfage, etc., on goods chargeable on measurement, importers must deposit with the Docks Manager certified copies of invoices and specifications (which will not be returned) with Customs documents and chappas. Measurements, etc., to be shown on English Standard in detail.

In respect of goods chargeable on weight, importers must produce original invoices, if required.

5. On *bona fide* ships, stores (including live-stock for use on voyage), furniture, tools and materials, imported or exported, half wharfage charges only will be levied.

6. No charge will be levied on Horse Boxes accompanying horses, provided the Boxes are removed from Docks premises within 24 hours of landing. On the expiration of 24 hours Boxes will be treated as cargo and charged the ordinary wharfage rates.

7. Goods landed from boats or loaded from wharf into boats in Dock or at the Harbour Walls of the Docks, provided no Port Trust labour is employed, will be charged half the rates laid down in the Schedule. This fee will cover the right to storage for three days in either case; thereafter the ordinary rent (extra fees) will be levied.

8. All goods, which have been charged full Docks Import Wharfage will, if loaded into boats in the Docks by Port Trust labour, to be afterwards relanded at a Port Trust Bunder, be charged Hamallage only, *vide* Section X, Item C, instead of wharfage.

9. On cargo overcarried and landed in the Docks and re-shipped Transhipment charges as per Section VII will be levied.

10. On same bottom cargo landed in the Docks and re-shipped, full import wharfage as per Section I and Hamallage at annas 2 per ton will be levied.

11. No Docks wharfage charges will be levied on cargo or bunker coal landed from one hatch of a vessel and re-shipped in another for trimming or re-arranging the vessel's cargo, provided it is not allowed to remain on the wharf and Trustees' labour is not utilized.

12. *Hazardous goods* (see Docks By-laws Nos. 99, 100 and 100-A) landed at the Docks and which have to be removed immediately to the Trustees' Hazardous Goods Warehouse situated in the Alexandra Docks, will incur charges for removal, storage and rent as detailed under Section III, Item D, of this Schedule.

13. Consignments of matches will be removed, at the request of consignees, to the special sheds in the Docks set apart for the storage of matches during the monsoon, a charge of annas 6 per case.

14. Dangerous, Explosive and Inflammatory goods landed at the Docks contrary to the By-laws must be immediately removed by a consignee, failing which they will be removed at his risk and expense to the Trustees' Warehouse reserved for such goods.

15. Dangerous, Explosive and Inflammable goods landed at the Docks contrary to the Docks By-laws will be charged wharfage at annas 8 per package under Section I, Item 3 E.

SECTION II.

WHARFAGE CHARGES.

SCALE OF SPECIAL RATES TO BE CHARGED ON ALL GOODS IMPORTED AND EXPORTED AT THE BOMBAY PORT TRUST DOCKS BY COASTING STEAMERS PLYING BETWEEN BOMBAY AND PORTS ON THE WEST COAST OF INDIA.

SPECIAL CLASS.—4 pies a maund, or 9 annas a ton.

Ballast.
Bardans or used gunny bags.
Bricks, fire.
Chalk.
Coal and coke in bags.
Cocoanuts.
Coriander seed.
Cotton, pressed.
Firewood.
Grain, wheat, rice, bajri, jowari, gram and barley, &c.
Myrabollams.
Ochre, of kinds.
Salt, country.
Saltpetre.
All kinds of seeds.
Tiles, Mangalore.
Vegetables, fresh.

1st CLASS.—6 pies a maund, or 13 annas a ton.

Alum.
Bamboos.
Bark, of sorts.
Bones, bone-dust and blood-manure.
Borax, unrefined.
Bottles, empty.
Bran.
Cement.
Clay, China and fire.
Coal, coke, cinders, ashes, patent fuel.
Coir, pressed.
Dates, wet and dry.
Disinfecting powder.
Flax.
Flour.
Glass, broken.
Goats' hair, pressed.
Groundnuts.
Hay and straw, pressed.
Hemp, pressed.
Hessians.
Horns, of kinds.
Iron, bar-iron, hoops, pig, scrap, sheets, &c.
Jaggery.
Jute, pressed.
Kerosene oil.
Mats, country.
Mowra flowers.
Oil-cake.
Papadkhar, or country soda.
Piece-goods, cotton.
Skins, untanned.
Sugar.
Sugarcandy and molasses.
Tamarind.
Twist and yarn.
Whiting.
Wool, pressed.

2nd CLASS.—8 pies a maund, or Rs. 1-2-0 a ton.

Alkali (Sajeekhar).
Almonds.
Aloes.
Anchors.
Arrowroot.
Asphalte.
Asafœtida, coarse.
Beads.
Betel-nuts.
Blood stones, Cambay stones and gold stones.
Brass and brassware.
Bricks, bath.
Buckets, iron.
Canvas.
Capoor cutchree.
Cardboards, strawboard.
Cassaware.

2nd CLASS.— 8 *pies a maund, or Rs.* 1-2-0 *a ton.*

Chillies, dried.
Clove-stems.
Coccum.
Coffee.
Coir, fibre.
Coir, rope, cordage and yarn.
Columba root.
Copper sheets, slabs, ware and wire.
Cordage and rope, hemp, Europe and Manilla.
Copra.
Corks.
Cowries.
Dammer.
Drugs, country.
Earthenware, piping, retorts, &c., for drainage (not packed).
Fat, grease, lard and tallow.
Fish, dried.
Fruits, fresh or dried.
Ginger, dry.
Glue.
Gums of sorts.
Hemp, loose, in bundles.
Jars, common, large or small.
Lac.
Lac dye.
Lead, pig, piping, sheet, and rolls.
Lead, black, white and red.
Lead shot.
Linen piece-goods.
Liquorice root.
Mats, foreign.
Matting, coir
Mineral waters.
Mother-o-pearl shells.
Nails of sorts.
Nux-vomica.
Oils, linseed, castor, gingelly, &c.
Olibanum or incense.
Orsidue or brass leaves.
Paints, oil.
Paper, of kinds (including bales of newspapers).
Pitch.
Raisins.
Rattans.
Sago.
Salammoniac.
Sandalwood.
Shikakhai.
Shovels.
Soap, soft and bar (country).
Soapnuts.
Spelter and soldor.
Sulphur.
Tiles, flooring and foreign.
Thread.
Timber in logs.
Timber planks and scantlings.
Tin of kinds.
Tin plates.
Tortoise shells.
Turmeric.
Twine.
Umbrellas.
Waste, cotton, twist and wool.
Wire.
Yellow metal sheets, &c.
Zinc sheets, &c.

3rd CLASS.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Ale, beer and porter, in casks.
Aerated waters.
Antimony.
Apparel not accompanying passengers.
Arsenic.
Bangles.
Beef and pork.
Bees'-wax.
Biscuits.
Boots and shoes.
Bottles, empty, medicine phials.
Butts, pipes and puncheons (empty).
Carpets.
Casks and hogsheads, empty.
Cheese.
Cochineal.
Copperas, sulphate of iron and sulphate of copper.
Cotton, raw, unpressed.
Cummin seed.
Dyes, country.
Earthenware, foreign, for sanitary purposes (packed).
Fans.
Felt.
Furniture and chairs.
Garlic.
Ghee.
Goats' hair, unpressed.
Glassware.
Gunny pieces and bags.
Haberdashery, hosiery, &c.

3rd CLASS.—10 *pies a maund, or Rs.* 1-6-0 *a ton.*

Hams.
Hardware.
Harness and harness requisites.
Indian condiments.
Indigo.
Ink.
Ironmongery.
Iron or steel, including girders, castings, pipes, &c.
Khoot wood.
Metals, unenumerated.
Oil cloth and floor cloth.
Oilman stores.
Pearls, imitation.
Pepper and pepper roots.
Rose flowers, dried.
Saddlery.
Safflower.
Shajeera.
Salt, refined.
Sapanwood.
Senna leaves.
Silk, raw.
Soap, foreign.
Spices.
Spirits and liquors, in wood.
Stationery, unenumerated.
Steel, fagot, keg, spring and octagon.
Tar.
Tobacco, country and foreign.
Varnish.
Vermilion.
Wool, unpressed.
Wool, Berlin.

4th CLASS,—12 *pies a maund, or Rs.* 1-11-0 *a ton.*

Ale, beer, porter and cider, in bottles.
Acids, carbolic, citric, gallic and tannic.
Baskets, cane.
Books.
Camphor.
Camphor wood drawers and boxes.
Chemicals, drugs and medicines.
China and Japanware.
China preserves.
China roots.
Cigars and Cheroots.
Crockery, Queen's porcelain and earthenware not otherwise enumerated.
Cutlery.
Fishmaws.
Hides, buffalo, &c.
Jars, fancy, China and Japan.
Leather, country or foreign.
Marble and marble slabs.
Perambulators.
Piece-goods, cotton-silk mixture and woollen.
Plants.
Shark fins, samoodar fins.
Shells.
Skins, goats and sheep, tanned.
Toys.
Trunk and boxes.
Turpentine.

5th CLASS.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Acids, other than carbolic, citric, gallic and tannic.
Attar.
Bhang
Candles.
Cardamoms.
Clocks.
Confectionery.

5th CLASS.—14 *pies a maund, or Rs.* 2-0-0 *a ton.*

Coral.	Musk.
Crackers, China.	Naphtha.
Elephants' tusks and Moyes' teeth (ivory).	Oils, perfumed.
Feathers.	Perfumery pomades, &c.
Glass, window.	Piece-goods, silk and velvet.
Instruments, drawing, mathematical, &c.	Quicksilver.
Lace and thread, gold and silver or kinkob.	Rose-water.
Matches.	Sandalwood boxes and ware.
	Shawls, Cashmere and Delhi.
	Tea.
	Wines and spirits, in bottles.

Note.—The Dock charges will be recovered on avoirdupois weight. The equivalent maund rate is merely given for the information of merchants. A maund is equal to $82\frac{2}{7}$ lbs.

Personal baggage accompanying passengers will be passed free, but extra goods, unmanifested, will be charged at 8 annas a cart, or two annas a cooly load.

All articles not enumerated in the foregoing Schedule will be charged wharfage at the rates laid down under Section I.

In all questions that arise with regard to *miscellaneous charges, rents, overside fees, night and holiday work, transhipment, cranage charges,* &c., the rules laid down in the General Rate-book for the Wet Docks will apply.

The *Minimum charge* for any package shall not be less than *one anna.*

Fractions of an anna.—In the total charge recovered on a chappa fractions of an anna *less than six pies* will be dropped: while *six pies and over* will be reckoned as 1 *anna.*

SECTION II.

RENTS.

A.—STORAGE CHARGES ON GOODS IN DOCKS TRANSIT SHEDS AND YARDS.

Imports—

(*a*) *Free days*—

All goods will be allowed storage in Docks, free of rent, for 5 days.

No free days will be allowed in respect of coal, coke, cinders, ashes, patent fuel, dust or rubbish.

In computing the number of free days, Sundays and Holidays enumerated in By-law No. 106 as well (in the case of dutiable goods only) as any other days on which Imperial Customs Duty may not be received, will be omitted.

(*b*) *Extra fees*—

On the expiration of the "free days" an extra fee or charge calculated at the rate of half wharfage will be levied upon all goods until delivery is effected, as follows:—

In respect of all goods, dutiable and duty free, except iron and steel, as specified under Section I, Item 46-*C*, of this Schedule :—

One extra fee for every 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

In respect of iron and steel, as specified under Section I, Item 46-*c*, of this Schedule :—

One extra fee for the first 7 days, including Sundays and all Holidays, or part thereof and thereafter one extra fee for every succeeding 2 days, including Sundays and all Holidays or part thereof up to 30 days from date of landing.

On the expiration of 30 days from date of landing of all goods (including iron and steel) two extra fees will be levied for every succeeding two days including Sundays and all holidays and part thereof.

(*c*) In cases where any consignment or part thereof of iron or steel, as specified under Section I, Item 46-*c*, of this Schedule, shall be landed from a vessel unmarked, or, in the opinion of the Docks Manager, so insufficiently marked as to prevent the delivery of the whole consignment according to the Bill of Lading, he shall have the whole of such consignment sorted *according to sizes* as far as possible and shall charge the Master, Owner or Agents of the vessel the cost of such sorting at the rate of six annas per ton.

The "free days" in such instance shall count from the date on which the Docks Manager shall notify that the iron or steel is sorted and ready for delivery.

(*d*) The Docks Manager has authority to extend the period of "free days" on goods landed at the Docks and loaded into railway wagons.

Exports—

Goods for Shipment.	Period free of rent.	How charged.
(*a*) Stored in Docks open yards at Owner's risk.	10 days.	An extra fee or charge calculated at the rate of half wharfage fee to which the goods may be liable for every 3 days or part thereof.
(*b*) Stored in Docks transit sheds.	7 days.	
Note.—Exporters must elect whether goods are to be stored in the open or in the transit sheds.		
(*c*) If not shipped but removed from Docks by boats or carts :—		
(1) Provided Trustees' labour is not utilised.	*Nil.*	An extra fee or charge calculated at the rate of half wharfage fee for every 3 days or part thereof.
(2) Provided Trustees' labour is employed.		As Exports under Clauses (*a*) and (*b*).
Note.—Shut-out cargo must be removed by owners on receipt of 3 days' notice from the Docks Manager. In cases of non-compliance the Docks Manager may remove such goods to a place of storage at the expense of owners.		
(*d*) Railed into Docks and stored in the rail-borne cargo sheds for shipment and not taken to the transit sheds but removed into town.	*Nil.*	Docks unloading, carting and clerical charges and half export wharfage plus ground rent from the date the goods were received in Docks.

Goods for Shipment.	Period free of rent.	How charged.
(e) Railed direct into Docks and found to be unfit for shipment—		
(1) Provided removed from Docks within 24 hours.	Free ..	Docks unloading, carting and clerical charges but no wharfage.
(2) When not removed from Docks within 24 hours.	*Nil.*	Docks unloading, carting and clerical charges plus rent under Clause (c) (1) if stored in the transit sheds, or rent and half export wharfage under Clause (d) if stored in the rail-borne cargo sheds.
(f) Brought direct to the transit sheds by rail or from the rail-borne cargo sheds and shipped.	*Vide* Clauses (a) and (b)	As Ordinary export cargo under Clauses (a) and (b) from date of receipt at the transit sheds.

EXCEPTION.—On cargo railed into Docks by Bombay Port Trust Railway wagons from the Grain and Cotton Depots under the orders of, and with permission from, the Docks Manager and on which Customs and Shipping Agents' Passes have been issued, no extra fees or ground rent charges will be levied, provided such cargo is actually shipped on the vessel for which it was railed in. If such rail-borne cargo is shut out, or, for any reason, is not shipped, the ordinary charges from the date of arrival will be levied.

(g) Brought into Docks by lighters for overside shipment but landed on the Docks quays by shippers' own labour.	*Vide* Clauses (a) and (b)	Half import wharfage as per this Schedule and thereafter as ordinary Exports under Clauses (a) and (b); the date of landing to be reckoned as the date of receipt.

In computing the days for charging rents, Sundays and the Holidays enumerated in By-law No. 106 will be omitted.

BY-LAW.—Working hours in the Docks shall be from 8 A.M. (S. T.) to 12-30 P.M. and from 1-30 P.M. to 6 P.M. except on Sundays and holidays.

The sanctioned holidays recognized by the Trustees shall be Christmas Day (25th December), New Year's Day (1st January), Good Friday, the Sovereign's Birthday and any special occasion ordered by the Trustees.

In computing the days for charging rents, etc., Sundays and the Holidays enumerated as well (in the case of dutiable goods only) as any other days on which Imperial Duty may not be received shall be omitted.

The day on which goods are landed shall be counted as one of the "free days," except when goods are landed after sunset when the "free days" shall not commence until the following morning.

B.—Ground Rent Charges.

Ground rent charges in Docks storage sheds and yards, other than Dock transit sheds or yards, by special arrangement:—

(*a*) In sheds, per 500 square feet per mensem .. .. Rs. 50

(*b*) In the open yards at owner's risk per 500 square feet per mensem .. .. „ 30

C.—Storage charges on Goods in Docks Duty-Paid Goods Warehouses.

Scale of Charges for Duty-Paid Goods.

	Goods	Per	Charges. Removing and Storing Charges, Docks Warehouses.	Storing Charges, Wari Bunder Warehouses.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.	Rs. a. p.
1.	Bangles, glass	Case ..	0 4 0	0 2 6	0 2 0
2.	Copper Sheets, cases or bundles	Ton ..	..	0 6 0	0 2 0
3.	Glassware and Earthenware ..	C. ft. ..	0 0 4	0 0 3	0 0 1¼
4.	Grain	Ton ..	0 8 0	0 5 0	0 1 0
5.	Gunnies	Bale ..	0 5 0	0 3 0	0 1 0
6.	Hardware	Package	Package	Measure	ment or weight.
7.	Machinery	Ton ..	1 8 0	1 0 0	0 8 0
8.	Motor cars	„ ..	1 8 0	1 0 0	0 8 0
9.	Iron, including corrugated sheets, loose, or in case, steel bars, and bundles sheet, iron	„ ..	..	0 6 0	0 1 3
10.	Newspapers, old, in bales ..	C. ft. ..	0 0 4	0 0 3	0 0 1¼
11.	Paper, in bales or cases, including wall paper and strawboards	Package	0 5 0	0 3 0	0 0 9
12.	Piece-goods, cotton	Package under 15 c. ft.	0 2 6	0 1 6	0 0 9

	Goods.	Per	Charges. Removing and Storing Charges, Docks Warehouses.	Storing Charges, Wari Bunder Warehouses.	Rent per week or portion of a week.
			Rs. a. p.	Rs. a. p.	Rs. a. p.
13.	Piece-goods, cotton	Package of 15 c. ft. and over per c. ft.	0 0 3	0 0 2	0 0 1
14.	Do. woollen and silk..	Package under 15 c. ft.	0 2 6	0 2 0	0 0 9
15.	Do. do. ..	Package of 15 c. ft. and over per c. ft.	0 0 3	0 0 2	0 0 1
16.	Shawls, cotton	Package	0 2 6	0 1 6	0 0 9
17.	Do. woollen and silk ..	„ ..	0 4 0	0 3 0	0 4 0
18.	Sugar	Ton ..	0 8 0	0 5 0	0 1 0
19.	Tea	Chest ..	0 1 0	0 0 6	0 0 6
20.	Twist and yarn, cotton ..	Package under 15 c. ft.	0 2 6	0 1 6	0 0 9
21.	Do. do.	Package of 15 c. ft. and over per c. ft.	0 0 3	0 0 2	0 0 1
22.	Do. woollen and silk.	Package under 15 c. ft.	0 2 6	0 1 6	0 1 0
23.	Do. do.	Package of 15 c. ft. and over per c. ft.	0 0 3	0 0 2	0 0 1
24.	Yellow metal cases or bundles	Ton ..	..	0 6 0	0 2 0
25.	Zinc sheets	„ ..	..	0 6 0	0 2 0
26.	Unenumerated goods if charged by measurement ..	C. ft. ..	0 0 4	0 0 3	0 0 1½
27.	Unenumerated goods if charged by weight	Ton ..	0 10 0	0 6 0	0 2 0

Note.—Merchants removing goods from the Docks Transit Sheds by their own agency to the Docks Warehouses will be charged "Storing" fee only at rates as charged at Wari Bunder Warehouse. The removal of items Nos. 2, 9, 24 and 25 is not undertaken.

In the case of goods charged under Items 12-15 & 20-23 merchants are required to get the measurement endorsed on their Delivery Orders by the Assistant Manager, Docks Warehouses.

Goods charged under item 7 (Machinery) and 8 (Motor) Cars will be assessed by measurement or dead weight, whichever is greater. If by measurement, 40 c. ft. will be taken to the ton.

	Miscellaneous Charges.		Rs.	a.	p.
28.	Opening and folding charges: Copper, Yellow Metal, etc.	Per bundle	0	0	6
29.	Re-bagging and re-covering charges.	„ bag or package ..	0	0	6
30.	Scale rent	„ day	0	8	0
31.	Certificates of weight or measurement	Each	1	0	0
32.	Duplicate chappas	„	0	4	0
33.	For attendance of clerk in court or for supervision in Warehouses of weighing or re-bagging operations	Per day or part of a day	3	0	0
34.	Night work, Sunday or Holiday work	Each Warehouse per night or day ..	15	0	0
35	Do. do.	Each Warehouse per half night	7	8	0
36	For opening packages, &c. ..	Per package	0	1	0
37.	Verifying Stock Lists	Per list	15	0	0

D.—STORAGE CHARGES ON GOODS REMOVED TO DOCKS HAZARDOUS GOODS WAREHOUSES.

Item.	Description of Goods.	How charged.	Removal.			Storage.			Rent per week.		
			Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.
1	Acids	Package	0	2	6	0	1	6	0	1	0
2	Aloes, Indian	Bale ..	0	4	0	0	2	0	0	1	0
3	Candles	Cwt. ..	0	1	6	0	0	6	0	1	0
4	Caoutchouc	Package	0	2	6	0	1	6	0	1	0
5	Carbide of calcium ..	Cwt. ..	0	1	6	0	0	6	0	1	0
6	Cartridges, loaded, safety .	Package	0	1	6	0	0	6	0	1	0
7	Coir	Bale ..	0	4	0	0	2	0	0	1	0
8	Cotton	Package	0	4	0	0	2	0	0	1	0
9	Cotton fly	Bale ..	0	4	0	0	2	0	0	1	0
10	Crackers of all kinds ..	Package	0	1	6	0	0	6	0	1	0
11	Fibres of all kinds ..	Bale ..	0	4	0	0	2	0	0	1	0
12	Flax	„ ..	0	4	0	0	2	0	0	1	0
13	Grasses of all kinds ..	„ ..	0	4	0	0	2	0	0	1	0
14	Hemp	„ ..	0	4	0	0	2	0	0	1	0
15	Jute	„ ..	0	4	0	0	2	0	0	1	0
16	Lampblack	Cwt. ..	0	1	6	0	0	6	0	1	0
17	Matches	Package	0	4	0	0	2	0	0	2	0
18	Oils, mineral, in casks ..	Ton ..	1	8	0	0	8	0	0	2	0
19	Oils, vegetable, in casks .	„ ..	1	8	0	0	8	0	0	2	0
20	Oils, in tins, drums, cases .	Per 10 Imp. gallons.	0	2	6	0	1	6	0	1	0
21	Oil of vitriol	Package	0	2	6	0	1	6	0	1	0
22	Paints, oil	Ton ..	1	8	0	0	8	0	0	2	0
23	Percussion caps	Package	0	1	6	0	0	6	0	1	0
24	Pitch and dammer ..	Ton ..	1	8	0	0	8	0	0	2	0
25	Rhea	Bale ..	0	4	0	0	2	0	0	1	0
26	Rosin	Ton ..	1	8	0	0	8	0	0	2	0
27	Sulphur	„ ..	1	8	0	0	8	0	0	2	0
28	Tallow and Stearine ..	„ ..	1	8	0	0	8	0	0	2	0
29	Tar	„ ..	1	8	0	0	8	0	0	2	0
30	Turpentine	Per 10 Imp. gallons.	0	1	6	0	0	6	0	1	0
31	Varnish	„	0	1	6	0	0	6	0	1	0
32	Waste	Bale ..	0	4	0	0	2	0	0	1	0
33	All goods not enumerated.	Package	0	4	0	0	2	0	0	1	0

E.—STORAGE CHARGES ON GOODS REMOVED TO DOCKS SALE WAREHOUSE, ALEXANDRA DOCK, UNDER SECTION 64 OF THE BOMBAY PORT TRUST ACT, 1879.

Description of Goods.	How Charged.	Removal and Storage.			Rent per week or part of a week.		
		Rs.	a.	p.	Rs.	a.	p.
Ale, beer, porter and cider in wood ...	H'hds ...	0	13	0	0	12	0
Do. do. in cases ...	1 doz. qts. or 2 doz. pts.	0	1	3	0	1	4
Almonds	Ton ...	1	10	6	1	8	0
Apparel	Cub. ft. ...	0	1	3	0	0	8
Boots and shoes	,,	0	1	3	0	0	8
Cigarettes	,,	0	0	8	0	0	8
Coffee...	Ton	1	10	6	0	8	0
Copper sheets	,,	1	10	6	1	0	0
Dyes	Cub. ft. ...	0	0	8	0	0	8
Electroplatedware	,, ...	0	0	8	0	0	8
Eau-de-Cologne	Package of 50 doz.	0	8	6	0	8	0
Do.	Package of 25 doz.	0	4	3	0	4	0
Firearms	Each ...	0	4	0	0	8	0
Glassware and earthenware	Cub. ft. ...	0	0	8	0	0	8
Gunnies	Bale ...	0	6	9	0	8	0
Hardware	Ton ...	1	10	6	1	8	0
Iron, including corrugated sheets, loose or in cases, iron and steel bars and bundles.	,, ...	1	10	6	1	0	0
Jewellery	Package ...	1	2	0	2	0	0
Machinery	Ton ...	1	10	6	2	0	0
Motor cars	,, ...	1	10	6	2	0	0
Newspapers, old, in bales	Cub. ft. ...	0	1	3	0	1	4
Oilmanstores	,, ...	0	0	8	0	0	8
Paper, in bales or cases, including wall paper and strawboards.	,, ...	0	1	3	0	1	4

Description of Goods.	How Charged.	Removal and Storage	Rent per week or part of a week.
		Rs. a. p.	Rs. a. p.
Piece-goods, cotton, packages up to 15 c. ft.	Package ..	0 3 6	0 4 0
Piece-goods, cotton, packages over 15 c.ft.	Cb. ft. ...	0 0 4	0 0 8
Piece-goods, wollen and silk, packages up to 15 c. ft.	Package ...	0 7 0	0 8 0
Piece-goods, woollen and silk, packages over 15 c. ft.	Cub. ft. ...	0 0 8	0 1 4
Silk, raw	Package ...	0 6 9	0 12 0
Silver, bullion or specie	,, ...	0 8 6	1 0 0
Soap, bar	,, ...	0 2 3	0 4 0
Soap, toilet	,, ...	0 4 6	0 8 0
Spirits, including methylated spirits, liquors and wines, in wood.	Imperial gallon.	0 0 8	0 0 4
Spirits, including methylated spirits, liquors and wines, in cases.	1 doz. qts. or 2 doz. pts.	0 1 3	0 1 4
Stationery	Cub. ft. ...	0 0 8	0 0 8
Sugar	Ton. ...	1 10 6	0 6 9
Tea	Chest ...	0 8 6	0 4 0
Tobacco	Cwt. ...	0 3 3	0 3 0
Yellow metal	Ton ...	1 10 6	1 0 0
Zinc-sheets	,, ...	1 10 6	1 0 0
Unenumerated Goods :—			
(*a*) Packed in casks	Each ...	0 13 0	1 0 0
(*b*) ,, in crates	,, ...	0 8 6	0 12 0
(*c*) ,, in cases, bundles or bales...	,, ...	0 6 9	0 8 0
(*d*) ,, in drums and kegs	,, ...	0 4 3	0 4 0
(*e*) ,, in bags	,, ...	0 2 3	0 4 0
(*f*) Heavy goods chargeable by weight	Ton ...	1 10 6	2 0 0
(*g*) Goods chargeable on measurement	Cub. ft. ...	0 1 3	0 0 8

Five days free of rent will be allowed for delivery after sale of goods by auction, thereafter the above rates will be levied.

SECTION IV.

DOCKS DUES ON VESSELS.

Dock Dues.—Chargeable against Masters, Owners or Agents of vessels in addition to charges on goods—

(*a*) On steam and square-rigged vessels berthed inside the Docks or at the East Harbour Wall of the Docks—

(1) For every vessel under 1,500 tons, a charge of 1½ pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 30.

(2) For every vessel of 1,500 tons and upwards, a charge of 2 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 50.

Provided that a vessel berthed at the East Harbour Wall of the Dock lands or embarks passengers only, a fixed charge of Rs. 25 will be made for each day or part of a day.

(*b*) On steam and square-rigged vessels berthed at the Alexandra Dock Station :—

For every vessel a charge of 4 pies per ton of net registered tonnage for each day or part of a day with a minimum charge of Rs. 100.

Note.—The above charge will *not* apply to Government hired transports embarking and disembarking troops at the Ballard Pier station.

(*c*) On every boat, barge and country craft (not square-rigged) entering the Docks.—

A charge of Re. 1 per day or part of a day.

(*d*) On vessels berthed inside the Docks or at the East Harbour Wall of the Docks undergoing repairs and not working cargo—

(1) For vessels under 250 ft. in length, Rs. 25 per diem.

(2) „ „ over 250 ft. & under 400 ft. „ „ 50 „

(3) „ „ over 400 ft. „ „ 75 „

Notes.—(*i*) Vessels will not be charged for Sundays or the Holidays enumerated in By-law No. 106 if no work is done.

(*ii*) The day that a vessel enters and the day she leaves the Docks or the East Harbour Wall of the Docks shall be counted as one day.

SECTION V.

NIGHT, HOLIDAY AND SUNDAY WORK CHARGES.

A.—Charges against *Masters, Owners or Agents of vessels* in respect of every vessel permitted to work cargo within the Docks or at the East Harbour Wall of the Docks to and from shore or overside.

Per night from 7-30 P.M to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.	On holidays as enumerated under Docks By-law 106.		At any time between midnight on Saturday and midnight on Sunday.
		Per day.	Per half-day.	
Rs. 30	Rs. 15	Rs. 30	Rs. 15	Rs. 20

EXCEPTION.—Vessels berthed at the East Harbour wall of the Docks will be permitted to work cargo overside into or from boats at any time between midnight on Saturday and midnight on Sunday at a charge of Rs. 10 only. This exception also applies to bulk oil vessels pumping oil into Trustees' Oil Pipe.

B.—Charges against *Masters, Owners or Agents of vessels* for Port Trust labour supplied at night in respect of every vessel permitted to work, *viz.* :—

(*a*) Annas 6 per labourer per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.

(*b*) Annas 3 per labourer per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.

C.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of each Dock Gate opened and each vessel permitted to work and receiving or delivering cargo out of Docks working hours.

Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.	On holidays as enumerated under Docks By-law 106.		From 8 A.M. to 6 P.M. on Sundays.
		Per day.	Per half-day.	
Rs. 15	Rs. 7-8-0	Rs. 15	Rs. 7-8-0	Rs. 15

Notes.—(i When a vessel is not working and it is necessary to keep a Dock shed open for the receipt and delivery of cargo or for any other reason, an additional charge will be levied of the amount of out-of-pocket expenses actually incurred on account of staff engaged.

(ii) The Docks Manager has authority to give special permission to vessels to work the whole night till 6 A.M. and in such cases the following charges in addition to those mentioned under Clauses A, B and C of this Section will be levied in respect of work done from 3-30 A.M. to 6 A.M. :—

(a) Rs. 15 in respect of each vessel working.

(b) Annas 3 per labourer for labour supplied in respect of each vessel permitted to work.

(c) Rs. 7-8-0 in respect of each Dock gate opened and each vessel permitted to work.

SECTION VI.

CRANAGE CHARGES.

A.—Charges against *Masters, Owners or Agents of vessels* in respect to cranes requisitioned and supplied for the loading or unloading of vessels.

(*a*) *Ordinary cargo cranes*—(30-35 cwt. and 5 and 6 ton Hydraulic cranes).

Per day from 8 A.M. to 6 P.M. or sunset.	Per half day from 8 A.M. to 12-30 P.M. or 1-30 P.M to 6 P.M.	Per night from 7-30 P.M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P.M. to midnight or midnight to 3-30 A.M.
Rs. 9 each.	Rs. 6 each.	Rs. 9 each.	Rs. 6 each.

Note.—For cranes requisitioned and supplied for vessels working the whole night till 6 A.M. with the special permission of the Docks Manager, a charge of Rs. 6 per crane in respect of the period, 3-30 A.M. to 6 A.M. will be levied in addition to the above rates.

Conditions under which cranes are supplied :—

(1) Requisitions for cranes must be made out in counterfoil on the prescribed book forms which are supplied to Shed Superintendents and must be signed by the Officer on duty when the vessel is in Dock.

(2) A minimum charge for half day or night will be made in respect of cranes requisitioned and supplied but not required or utilised.

(3) Requisitions for cranes for the night or following day must be submitted to the Shed Superintendents by 4-30 P.M.

(4) Cancelling orders in respect of cranes requisitioned for the whole day or night must be submitted at least one hour before the expiration of the half day or night when the cranes are not required for more than the first half of the day or night.

(5) When cranes requisitioned for the half day or night are required for the whole day or night, fresh requisitions must be submitted at least 2 hours before the expiration of the half day or night.

(*b*) *30-ton and 100-ton cranes*—

For weights over	1½	tons	but not exceeding	4	tons	Rs.	1-0-0	per ton.
,,	,,	4	,,	,,	,,	8	,,	,,	2-0-0	,,
,,	,,	8	,,	,,	,,	15	,,	,,	3-0-0	,,
,,	,,	15	,,	,,	,,	30	,,	,,	4-0-0	,,
,,	,,	30	,,	,,	,,	100	,,	,,	5-0-0	,,

(c) *Charges for masting or dismasting ships—*

(1) For sailing ships—

Net registered tonnage of ship.	Main-mast.	Fore-mast.	Mizen-mast.	Bow-sprit.
	Rs.	Rs.	Rs.	Rs.
300 tons but not exceeding 750 tons .	50	40	30	20
Exceeding 750 „ „ „ 1,000 „ ..	80	60	50	30
„ 1,000 „ „ „ 1,500 „ ..	110	90	65	45
„ 1,500 tons and over ..	140	110	85	55

(2) For steamers—

A charge of Rs. 10 per each ton or part of a ton will be made in respect of the weight of the mast.

(d) *Miscellaneous—*

(1) If weights are kept suspended beyond a quarter of an hour double rates will be charged. The charge for lifting weights from the hold of a vessel and placing them on deck or for lifting into boats is the same as for placing them on the wharf.

(2) An additional charge of Re. 1 per ton will be levied when packages require to be deposited on the wharf to be afterwards re-lifted by the crane into trucks.

(3) Heavy packages carted into Docks and loaded into railway wagons by Docks cranes for the convenience of the G. I. P. and B. B. & C. I. Railways by special arrangement with the *Docks* Manager will be charged Re. 1 per ton only.

(4) The charges for any exceptional work performed by means of any crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

B.—Charges against *Importers and Shippers* for the use of the Trustees cranes.

(a) *5-ton steam cranes—*

Per day from 8 A.M. to 6 P.M.	Per half day from 8 A.M. to 12-30 P.M. or 1-30 P.M. to 6 P.M.	Per night from 7-30 P. M. to 3-30 A.M. or midnight to 6 A.M.	Per half night from 7-30 P. M. to midnight or midnight to 3-30 A.M.
Rs. 8 each.	Rs. 4 each.	Rs. 8 each.	Rs. 4 each.

For casual lifts, and in the case of consignments not exceeding 5 packages *provided the crane is available*, an alternative charge of annas 8 per lift in lieu of the above rates will be made at the option of Importers and Shippers.

No charge will be made for the use of hand cranes, but shippers or consignees must provide labour to work the hand cranes at their own cost.

C.—Charges against Masters, Owners or Agents of Vessels or Importers or Shippers for the use of the Trustees' 60-ton Floating Crane "Sarus."

For weights over	1½	tons, but not exceeding	4	tons, Rs.	3·0	per ton.
"	"	"	4	"	"	"	8	"	"	4·8	"
"	"	"	8	"	"	"	15	"	"	6·0	"
"		"	15	"	"	"	30	"	"	9·0	"
"	"	"	30	"	"	"	60	"	"	12·0	"

Notes.—(*i*) A minimum charge of Rs. 30 will be levied for the use of the Floating Crane.

(*ii*) When the Floating Crane is requisitioned, but not utilised, a charge of Rs. 30 will be made, unless 12 clear hours' notice is given during Docks ordinary working hours cancelling the requisition.

(*iii*) Lifts discharged on the wharf for subsequent re-lifting will be charged for separately at the above rates for each operation.

(*iv*) A charge of Rs. 10 per hour or part thereof will be levied for detention, if the Crane is kept idle owing to the lift or lifts not being ready for slinging, and such detention to count till the lift is handled.

CONDITIONS:—

(1) Requisitions for the Floating Crane must be made out in counterfoil on the prescribed book forms, obtainable at the office of the Deputy Docks Managers, and must be signed by the Officer on duty, when the vessel is in Dock, or by the Importer or Shipper's representative. Such requisitions must be submitted a clear 24 hours in advance of the time the Crane is required, except when a vessel is working heavy lifts more or less continuously.

(2) Ordinarily, the Floating Crane will be supplied according to priority in requisitioning, but the Docks Manager may deviate from the rule if, in his opinion, circumstances justify such action.

(3) The discharge or loading of lifts from or into vessels will be performed under the directions of the Stevedores employed on the vessel. All other handling of lifts will be performed under the supervision of the Docks Chief Inspectors.

(4) The Engineer-in-Charge of the "Sarus" may refuse to work the Crane, if in his opinion, safe and proper precautions are not being taken.

5) Lifts must be placed in such a position either on vessels or on shore that the head of the jib can be swung vertically above the said lifts, which must also be clear of all other cargo.

(6) The charges for any exceptional work performed by means of the Floating Crane shall be at such rates or for such amounts as may be fixed by the Trustees in each particular case.

SECTION VII.

CHARGES ON TRANSHIPMENT AND DAMAGED GOODS.

A.—Transhipment Goods.

Charges against *Importers or Masters, Owners or Agents* of vessels in respect of cargo for transhipment whether landed at the Wet Docks or transhipped overside from vessel to vessel in Docks—

(1)	Cargo landed on and shipped from the wharf.	5 free days. 1 wharfage as per Section I or II as the case may be.
(2)	Cargo landed on the wharf and loaded into boats for subsequent shipment—	
	(*a*) by Port Trust labour.	Do. do.
	(*b*) by shippers' own labour.	5 free days. ¾ wharfage as per Section I or II as the case may be.
(3)	Cargo discharged overside into boats in Docks and shipped overside in Docks (ship to ship).	⅓rd wharfage as per Section I or II as the case may be.
(4)	Cargo discharged overside into boats in Docks and landed on the wharf—	
	(*a*) by Port Trust labour.	5 free days. 1 wharfage as per Section I or II as the case may be.
	(*b*) by shippers' own labour and shipped from the wharf.	5 free days. ¾ wharfage as per Section I or II as the case may be.
(5)	Cargo landed at the Bunders and shipped in Docks from the wharf or landed in Docks and shipped from the Bunders.	5 free days. ½ wharfage as per Section I or II as the case may be.
(6)	Specie landed and shipped from the Docks or landed in the Docks and shipped from the Bunders or in the stream and *vice versa*.	⅓rd wharfage as per Section I or II as the case may be.

N.B.—The application of wharfage rates under Section I or II will be determined by the Port of origin.

Notes.—(*i*) Carting of transhipment cargo within Dock limits will be undertaken by special arrangement with the Docks Manager at rates fixed by the Trustees and notified from time to time.

(*ii*) On the expiry of the 5 free days storage charges will be levied under Section III A, but the Docks Manager may make special arrangements for the levy of reduced storage charges on transhipment cargoes, whether allowed to remain in transit sheds and yards or stored temporarily in storage sheds or open spaces. Such arrangements shall in each case be subject to confirmation by the Trustees.

(*iii*) Transhipment goods discharged into boats and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside will be charged overside charges under Section VIII.

B.—Damaged Goods.

Cargo landed from vessels loading in Docks owing to fire or other accidental cause and reshipped or from vessels returned to Port by reason of the same causes or stress of weather.	Full Import and half Export wharfage as per Section I.

Notes.—(*i*) In cases where such cargoes are landed on Sundays or Holidays enumerated in By-law No. 106 by reason of *necessity*, actual out-of-pocket expenses in lieu of Sunday or Holiday work fees under Section V, Items A and B, will be levied in addition to the above rates.

(*ii*) Burst bale cargo re-landed in course of shipment for repacking will not be charged a second wharfage fee.

SECTION VIII.

OVERSIDE CHARGES.

Charges against *Masters, Owners or Agents of vessels or Importers or Shippers* in respect of cargo discharged or shipped overside in Docks.

(*a*) Import goods delivered from vessels in Docks into lighters alongside for removal out of Docks.	½rd wharfage as per Section I or II as the case may be.
(*b*) Export goods taken on board vessels in Docks from lighters alongside.	Do. do.
(*c*) Transhipment goods discharged overside into lighters and taken out of Docks to vessels in the stream or discharged by vessels in the stream and brought into Docks for shipment overside.	Do. do.
(*d*) Ships' stores and coal for consumption on board the vessels to which they are taken and shipped overside from boats alongside.	Free
(*e*) Ballast discharged or shipped overside in Docks for removal to or after removal from, a Port Trust Bunder where the usual wharfage charges are payable.	Do.
(*f*) Ballast discharged or shipped overside in Docks for removal to, or after removal from, Bunders not belonging to the Port Trust.	Rs. a. p. Boat under 25 tons burden .. .. .. 1 0 0 Boat over 25 and up to 50 tons burden .. .. 2 0 0 Boat over 50 tons burden 2 8 0

SECTION IX.

WEIGHMENT CHARGES.

Charges against *Importers and Shippers or Masters, Owners or Agents of vessels* for weighing goods in Docks.

(*a*)	Goods weighed on Port Trust scales when labour is not supplied, including cost of Weighment Certificate of total weight, if required.	Rs. 3-0-0 per consignment per day, including attendance of clerk.
(*b*)	Goods weighed on Port Trust or private scales, when labour is not supplied and Weighment Certificate is not required.	Re. 1-0-0 per day per scale.
(*c*)	Goods weighed on Docks Weigh Bridges—	
	(1) For 16 tons or under ..	Re. 1-0-0.
	(2) For every additional ton or part of a ton.	Re. 0-0-6 per ton.
	EXCEPTION.—Manganese Ore provided the whole shipment is weighed.	*Re. 0-0-4 per ton.*
(*d*)	For weighment of goods when labour is supplied by Trustees.	Re. 0-6-0 per ton.
(*e*)	Certificate of details of weight.	Re. 1-0-0 per sheet.
(*f*)	Certificate of total weight only.	Re. 1-0-0 each.

SECTION X.

SUNDRIES.

A.—Charges against *Importers and Shippers of cargo or Masters, Owners or Agents of vessels* in respect of—

(*a*) *The use and hire of Docks Plant and gear—*

		Per day or part of a day. Rs.	a.	p.
"A" class four-wheeled trucks, capacity 20/30 tons	each	12	0	0
Wooden trucks for motors ..	„	10	0	0
"B" class wooden trucks, capacity 15 tons ..	„	6	0	0
"C" do. 10 „ ..	„	4	0	0
"D" do. 5 „ ..	„	2	0	0
Hand barrows	„	0	8	0
Iron trays	„	1	0	0
Skids for loading and unloading casks	„	0	8	0
Skids used as guards	„	1	0	0
Wooden sleepers	„	0	8	0
Tripod scales with weights ..	„	1	0	0
Floating stages	„	2	0	0
Docks shoots	„	1	0	0
Iron tubs	„	1	0	0
Hand lamps	„	0	8	0
Kitson, Washington and similar lamps	„	2	8	0
Shackles	„	0	8	0
Slings, capacity 3 tons.	„	1	0	0
„ „ 5 „	„	1	8	0
„ „ 10 „	„	2	0	0
„ „ 20 „	„	4	0	0
„ „ 30 „	„	6	0	0
„ „ 40 „	„	8	0	0
„ „ 50 „	„	10	0	0

(To be used at risk of hirers.)

Trustees' tramway plant for shipping ore, ballast, coal, etc., per ton shipped.	0	2	6

Gear, not otherwise enumerated .. At rates to be fixed from time to time by the Docks Manager.

Notes—(*i*) All gear, except manganese ore carts, requisitioned for use or hire will be charged for up to the time returned to Stores Depôt.

(*ii*) Trustees' manganese ore carts may be requisitioned for use *free of charge*, but a charge of Re. 1 per day will be levied in respect of every cart not returned to Stores Depôt when not in use.

(*iii*) For the use of hand barrows and four-wheeled trucks at the Ballard Pier Station an inclusive charge of Rs. 10 per vessel per day will be made.

Transport wagons or traction engines per				whole day or night	At rates to be fixed from time to time by the Docks Manager.
,,	,,	,,	,,	half ,, ,,	
,,	,,	,,	,,	3 hours.	
,,	,,	,,	,,	2 ,,	
,,	,,	,,	,,	hour.	

Portable flushing engine, if available.

(*b*) *Sorting cargo*—

Bag cargo only	Rs.	0	3	0	per ton.
Iron, as specified under Section I, Item 46c, and timber, case goods, &c.	,,	0	6	0	,, ,,

(*c*) *Hamallage*—

On goods, the cost of handling of which has not been included in the rates levied in this Schedule—

Import	Rs.	0	4	0	per ton.
Export	,,	0	4	0	,, ,,
(*d*) *Copies of chappas or bills*	,,	0	4	0	each.

B.—Charges against *Masters, Owners or Agents of vessels* in respect of

(*a*) *Fresh water* supplied to shipping	Rs.	1	8	0	per 1,000 gallons.
(*b*) *Removal of rubbish* deposited in Docks, subject to the provisions of Docks By-law No. 32.	At rates per cart of 16 cwts., fixed from time to time by the Docks Manager.				

C.—Charges against *Importers or Shippers* in respect of *Unloading* of carts, lorries, trucks, &c.

Unloading .. .. .. One anna per 16 cwts. or part thereof.

Notes.—(*i*) The Docks Manager has discretionary power to allow consignees or shippers to unload carts.

(*ii*) Heavy articles of machinery brought by trucks will be unloaded at the option of the Docks Manager at rates to be arranged.

(*iii*) Manganese ore in bulk will be unloaded free.

(*b*) *Opening packages*—

(1)	Carriages, motor cars and aeroplanes	Rs.	0	8	0	per package
(2)	Machinery	„	0	4	0	„ „
(3)	Mouldings	„	0	4	0	„ „
(4)	Pianos and harmoniums	„	0	4	0	„ „
(5)	Packages of other kinds	„	0	1	0	„ „

Note.—Opening of casks or cases of wines, spirits and similar goods will not be undertaken.

(*c*) *Repacking goods* by owners, etc., labour Rs. 0 0 6 per package on the original number handled.

(*d*) *Certificates*—

(1)	Of measurement	Re.	1	0	0	each.
(2)	Of details of measurement ..	„	1	0	0	per sheet.
(3)	Of goods alongside for shipment ..	„	1	0	0	each.

(*e*) *Escorting fees* for goods removed from Docks to Docks or Apollo Bonded Warehouses, provided the goods are imported by one vessel and are bonded under one Bond Number and the relative Bills of Entry are presented all together and the goods removed under one escort .. .. „ 1 0 0

(*f*) In all other cases .. .. „ 1 0 0 per escort.

SECTION XI.

DRY DOCKS CHARGES

Charges against *Masters, Owners and Agents of vessels* for the use of the Trustees' Dry Docks, including charges for docking, shoring and undocking.

(*a*) Charge for the first 24 hours of occupation.

Gross registered tonnage of vessels.	Tons.	Amount. Rs.	a.	p.	
Not exceeding	1,000	400	0	0	minimum.
Exceeding 1,000 but not exceeding	1,050	426	9	0	
„ 1,000 „ „	1,100	446	14	0	
„ 1,100 „ „	1,150	467	3	0	
„ 1,150 „ „	1,200	487	8	0	
„ 1,200 „ „	1,250	507	13	0	
„ 1,250 „ „	1,300	528	2	0	
„ 1,300 „ „	1,350	548	7	0	
„ 1,350 „ „	1,400	568	12	0	
„ 1,400 „ „	1,450	589	1	0	
„ 1,450 „ „	1,500	609	6	0	
„ 1,500 „ „	1,550	629	11	0	
„ 1,550 „ „	1,600	650	0	0	
„ 1,600 „ „	1,650	670	5	0	
„ 1,650 „ „	1,700	690	10	0	
„ 1,700 „ „	1,750	710	15	0	
„ 1,750 „ „	1,800	731	4	0	
„ 1,800 „ „	1,850	751	9	0	
„ 1,850 „ „	1,900	771	14	0	
„ 1,900 „ „	1,950	792	3	0	
„ 1,950 „ „	2,000	812	8	0	
„ 2,000 „ „	2,050	818	12	0	
„ 2,050 „ „	2,100	825	0	0	
„ 2,100 „ „	2,150	831	4	0	
„ 2,150 „ „	2,200	837	8	0	
„ 2,200 „ „	2,250	843	12	0	
„ 2,250 „ „	2,300	850	0	0	
„ 2,300 „ „	2,350	856	4	0	
„ 2,350 „ „	2,400	862	8	0	
„ 2,400 „ „	2,450	868	12	0	
„ 2,450 „ „	2,500	875	0	0	
„ 2,500 „ „	2,550	881	4	0	
„ 2,550 „ „	2,600	887	8	0	
„ 2,600 „ „	2,650	893	12	0	
„ 2,650 „ „	2,700	900	0	0	
„ 2,700 „ „	2,750	906	4	0	
„ 2,750 „ „	2,800	912	8	0	
„ 2,800 „ „	2,850	918	12	0	
„ 2,850 „ „	2,900	925	0	0	
„ 2,900 „ „	2,950	931	4	0	
„ 2,950 „ „	3,000	937	8	0	
„ 3,000 „ „	3,050	942	8	0	
„ 3,050 „ „	3,100	947	8	0	
„ 3,100 „ „	3,150	952	8	0	
„ 3,150 „ „	3,200	957	8	0	

Gross registered tonnage of vessels.				Tons.	Amount.		
					Rs.	a.	p.
Exceeding	3,200	but not exceeding		3,250	962	8	0
,,	3,250	,,	,,	3,300	967	8	0
,,	3,300	,,	,,	3,350	972	8	0
,,	3,350	,,	,,	3,400	977	8	0
,,	3,400	,,	,,	3,450	982	8	0
,,	3,450	,,	,,	3,500	987	8	0
,,	3,500	,,	,,	3,550	992	8	0
,,	3,550	,,	,,	3,600	997	8	0
,,	3,600	,,	,,	3,650	1,002	8	0
,,	3,650	,,	,,	3,700	1,007	8	0
,,	3,700	,,	,,	3,750	1,012	8	0
,,	3,750	,,	,,	3,800	1,017	8	0
,,	3,800	,,	,,	3,850	1,022	8	0
,,	3,850	,,	,,	3,900	1,027	8	0
,,	3,900	,,	,,	3,950	1,032	8	0
,,	3,950	,,	,,	4,000	1,037	8	0
,,	4,000	,,	,,	4,050	1,042	8	0
,,	4,050	,,	,,	4,100	1,047	8	0
,,	4,100	,,	,,	4,150	1,052	8	0
,,	4,150	,,	,,	4,200	1,057	8	0
,,	4,200	,,	,,	4,250	1,062	8	0
,,	4,250	,,	,,	4,300	1,067	8	0
,,	4,300	,,	,,	4,350	1,072	8	0
,,	4,350	,,	,,	4,400	1,077	8	0
,,	4,400	,,	,,	4,450	1,082	8	0
,,	4,450	,,	,,	4,500	1,087	8	0
,,	4,500	,,	,,	4,550	1,092	8	0
,,	4,550	,,	,,	4,600	1,097	8	0
,,	4,600	,,	,,	4,650	1,102	8	0
,,	4,650	,,	,,	4,700	1,107	8	0
,,	4,700	,,	,,	4,750	1,112	8	0
,,	4,750	,,	,,	4,800	1,117	8	0
,,	4,800	,,	,,	4,850	1,122	8	0
,,	4,850	,,	,,	4,900	1,127	8	0
,,	4,900	,,	,,	4,950	1,132	8	0
,,	4,950	,,	,,	5,000	1,137	8	0
,,	5,000	,,	,,	5,050	1,142	8	0
,,	5,050	,,	,,	5,100	1,147	8	0
,,	5,100	,,	,,	5,150	1,152	8	0
,,	5,150	,,	,,	5,200	1,157	8	0
,,	5,200	,,	,,	5,250	1,162	8	0
,,	5,250	,,	,,	5,300	1,167	8	0
,,	5,300	,,	,,	5,350	1,172	8	0
,,	5,350	,,	,,	5,400	1,177	8	0
,,	5,400	,,	,,	5,450	1,182	8	0
,,	5,450	,,	,,	5,500	1,187	8	0
,,	5,500	,,	,,	5,550	1,192	8	0
,,	5,550	,,	,,	5,600	1,197	8	0
,,	5,600	,,	,,	5,650	1,202	8	0
,,	5,650	,,	,,	5,700	1,207	8	0
,,	5,700	,,	,,	5,750	1,212	8	0
,,	5,750	,,	,,	5,800	1,217	8	0
,,	5,800	,,	,,	5,850	1,222	8	0
,,	5,850	,,	,,	5,900	1,227	8	0
,,	5,900	,,	,,	5,950	1,232	8	0

Gross registered tonnage of vessels.				Tons.	Amount.		
					Rs.	a.	p.
Exceeding	5,950	but not	exceeding	6,000	1,237	8	0
,,	6,000	,,	,,	6,050	1,242	8	0
,,	6,050	,,	,,	6,100	1,247	8	0
,,	6,100	,,	,,	6,150	1,252	8	0
,,	6,150	,,	,,	6,200	1,257	8	0
,,	6,200	,,	,,	6,250	1,262	8	0
,,	6,250	,,	,,	6,300	1,267	8	0
,,	6,300	,,	,,	6,350	1,272	8	0
,,	6,350	,,	,,	6,400	1,277	8	0
,,	6,400	,,	,,	6,450	1,282	8	0
,,	6,450	,,	,,	6,500	1,287	8	0
,,	6,500	,,	,,	6,550	1,292	8	0
,,	6,550	,,	,,	6,600	1,297	8	0
,,	6,600	,,	,,	6,650	1,302	8	0
,,	6,650	,,	,,	6,700	1,307	8	0
,,	6,700	,,	,,	6,750	1,312	8	0
,,	6,750	,,	,,	6,800	1,317	8	0
,,	6,800	,,	,,	6,850	1,322	8	0
,,	6,850	,,	,,	6,900	1,327	8	0
,,	6,900	,,	,,	6,950	1,332	8	0
,,	6,950	,,	,,	7,000	1,337	8	0

For every 50 tons or part of 50 tons in excess of 7,000 tons, Rs. 5-0-0.

(*b*) *For occupation from after the first* 24 *hours up to the* 8*th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 50-0-0

(*c*) *For occupation from the* 9*th day to the* 20*th day inclusive*—

For every 6 hours or part thereof .. .. Rs. 75-0-0

(*d*) *For occupation beyond the* 20*th day.* The Trustees reserve to themselves the right to increase the daily charge to any amount not exceeding Rs. 500.

(*e*) *For docking or undocking on Sundays or holidays enumerated in Docks By-law No.* 106—

(1) Docking, per vessel .. Rs. 100-0-0 in addition to the rates mentioned above plus actual extra expenses.

(2) Undocking, do. Do.. do.

Note.—In cases of genuine emergency such as a vessel being in danger the extra fees for docking on Sundays and holidays are not leviable.

(*f*) *When two or more vessels are docked together.* The above rates will be levied on the aggregate tonnage of the vessels.

EXCEPTION.—When two or more vessels are docked in the entire length of the Hughes Dry Dock without the caisson being placed in position between them, the ordinary charges as per item (a) et seq. *of this Section will be levied or each vessel separately.*

(*g*) *A vessel engaging the Dock and not using it.* Rs. 300-0-0.

Notes. (i) If the Dock is required for another vessel, a vessel that has already occupied it for 72 hours must immediately vacate or pay a fresh fee calculated according to the Table on her gross tonnage for the first 24 hours, for every 24 hours or part thereof that she remains in occupation.

(ii) When work of scraping, painting or repairs is actually done on vessels in Dock on Sundays or holidays, the usual charge will be made according to the period of occupation, otherwise Sundays and authorised holidays will be allowed free.

(iii) For cleaning a Dock and removing rubbish, a charge of Rs. 15-0-0 will be made against the license, *vide* By-law No. 13.

(iv) When bilge water is run out into Dock, the cost of deodorising and disinfecting is charged against the Master, etc., of the vessel.

(v) In the case of vessels requiring to undock between 6 P.M and 10-30 A.M., if the notice of undocking reaches the Docks Manager later than 5 P.M., an extra charge of Rs. 10-0-0 will be levied.

(vi) An extra charge is leviable for special blocks required to be led on account of peculiarities in the construction of any vessel.

BENGAL CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA.

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Aloes, in bags and boxes	20	.....
Alum, in „	20	.....
Aniseed, in bags	.....	.....
Arrowroot, in cases	.....	50
Arsenic, in bags or cases	20	.....
Asafœtida, in bags and boxes	20	.....
Apparel, in boxes	.....	50
Bark, in bags...	8	.....
Bees' Wax	20 gross.	
Barilla...	20	.....
Betel-nut	30	.....
Books	.....	50
Borax	20	.....
Bran	14	.....
Brimstone	20	.....
Bullion	at per cent.	
Cake-lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in robbins	8	.....
„ „ boxes	.....	50
Cassia, in boxes	.....	50
„ „ bags	12	.....
Castor Seed	15	.....
Chillies (dry), in bags	8	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
China Root, in bags	11	.....
„ „ boxes	... ..	50
Chiretta, in bales	16	50
Churrah	14	.....
Cigars	.....	50
Cloves, in bags	8	.....
„ „ boxes	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
„ „ casks	16	.....
Coral, rough	20	.....
Coir, loose and unscrewed	12	.....
Coir, in dholls	10	.....
Copras or Cocoanut Kernel	14	.....
Coriander Seed	12	.....
Cotton, in bales	Actual measurement at	50
Cowries	20	.....
Cumin Seed	8	.....
„ „ Black	8	.....
Cutch, in bags	18	.....
„ „ cases	.....	50 not exceeding 20 cwt. gross.
Dates, wet	20	.....
„ dry	16	.....
Dhall	20	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Elephants' Teeth, in bulk	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger	16	.....
Gram	20	.....
Gums, in cases	.....	50
Gunny Bags and Gunny Cloth	.....	50 not exceeding 2,240 lbs. gross.
Ganjah	.....	50
Hemp	5 bales not exceeding 14 gross.	52
Hides, Buffalo or Cow, cured		
Hoofs, Horn Shavings and Tips	20	.....
Horns, Cow, Buffalo, or Deer	20	.....
India-rubber, in bags	16	.....
" " " cases	.....	50
Indigo...	.....	50
Iron	20	.....
Jute	5 bales not exceeding	52
Jute Cuttings	5 bales not exceeding	52
Lac Dye	.....	50
Lard	20 gross.	
Linseed	20	.....
Mace	.....	50
Machinery	20	.....
Metals	20	.....
Mahie Seed	18	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Myrabollams...	16	.....
Molasses	2 puncheons	or 4 hhds.
Mother-o'-Pearl, in bags	20	.....
„ in cases	20	.....
Mowrah Flowers	20	.....
Mowrah Seed	20	.....
Munjeet	.....	50
Mustard or Rape Seed	20	.....
Niger Seed	20	.....
Nutmegs, in cases or casks	.....	50
Nux Vomica	16	.....
Oats	16	.....
Oil, in cases	.....	50
„ „ casks	.....	4 hhds.
Oil-seed Cake	20	.....
Opium	per chest.	
Paddy	16	.....
Palmatine, in bags	16	.....
Peas	20	.....
Pepper, Long	12	.....
„ Black	14	.....
Planks and Deals	.....	50
Poppy Seed	20	.....
Putchuck	10	.....
Rags	.....	50
Raw Silk, in bales	10	.....

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Rattans, for dunnage	20	.....
Red Wood, „	20	.....
Rhea	5 bales not exceeding	52
Rice	20	.....
Rope, in coils	.....	50
Rope, Lines and Twines, in bundles ...	16	.....
Rum, in casks	2 puncheons	or 4 hhds.
Safflower	5 bales not exceeding	52
Sago, in cases	.....	50
Sal-ammoniac, in bags	20	.....
„ „ boxes	20	gross.
Saltpetre	20	.....
Salt	20	.....
Sapan-wood, for dunnage...	20	.....
Sealing Wax, in cases	.....	50
Seed-lac, in cases	.....	50
„ „ „ bags	16	.....
Senna	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
„ „ „ bags	16	.....
Silk Chussum	.....	50
„ Waste	.....	50
Silk Piece-goods	.....	50
Skins	14	gross.

TONNAGE SCHEDULE FOR THE PORT OF CALCUTTA—(*contd.*)

ARTICLES.	Cwt. per Ton Nett.	Cubic Feet per Ton.
Soap, country, in cases	.....	50
„ „ bags	15	.....
„ „ bar	20	.....
Stick Lac, in cases	.....	50
„ „ bags	16	.....
Sugar	20	.....
Tallow, in cases or casks	20 gross.	
Talc	20	.....
Tamarind, in cases or casks	20 gross.	
Tapioca	.....	50
Tea	.....	50
Teel Seed	20	.....
Timber, round	.....	40
„ square	.....	50
Tincal	20	.....
Tobacco, in bales	5 bales not exceeding.	52
Tortoise Shells, in chests	.....	50
Turmeric	16	.....
Wheat	20	.....
Wool	.....	50

Jute, Jute Cuttings, Hemp, Cotton, Safflower, and other articles similarly packed, are screwed in bales varying from 300 *to* 400 *lbs.*

Goods in casks or cases to be calculated at gross weight when paying freight by weight.

At a Special General Meeting of the Chamber, held on the 29th November 1883, it was resolved—

That for Gunny Bags and Gunny Cloth the ton shall be 50 cubic feet, not exceeding 2,240 lbs. "Gross."

That the term "*Dead Weight*" shall be understood to mean the following articles "*only*" :—Sugar, Saltpetre, Rice, Wheat, Gram, Dhall, Peas and all Metals.

SCHEDULE OF COMMISSION CHARGES.

Revised and adopted by a Special General Meeting of the Bengal Chamber of Commerce, held on the 26th February 1892, with effect from that date.

1. On the sale, purchase, or shipment of Bullion, Gold Dust, or Coin ... ... 1 per cent
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones, or Jewellery ... ... 2½ „
3. On purchasing ditto when funds are provided by the Agent ... ... 5 „
4. On the sale or purchase of all other goods—the Commission in all cases to be charged upon the gross amount of sales, and in regard to purchases upon both cost and charges ... ... 5 „
5. On returns for Consignments if made in produce ... 2½ „
6. On returns of Consignments if in Bills, Bullion or Treasure ... ... 1 „
7. On accepting Bills against Consignments ... ... 1 „
8. On the sale or purchase of Ships, Factories, Houses, Lands and all property of a like description... ... 2½ „
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered, on invoice amount at 2*s.* per rupee ... ... ½ com.
10. On making advances or procuring loans of money for Commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering or receiving and delivering goods or superintending the fulfilment of contracts or on the shipment of goods where no other commission is derived. 2½ „
12. On guaranteeing Bills, Bonds or other engagements and on becoming security for administration of Estates, or to Government for the disbursement of public money ... ... 2½ „

13. On *del-credere*, or guaranteeing the due realisation of sales ... ...2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ ,,

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading. 2½ ,,

16. On advertising as the Agents for Owners or Commanders of ships, for cabin passengers on the amount of passage money, whether the same shall pass through the Agent's hands or not... ... ... 2½ ,,

17. On procuring freight for a ship by Shipping Order or Charter, or on procuring employment for a ship on monthly hire, or acting as Agents for Owners, Captains or Charterers of a vessel, upon the gross amount of freight, brokerage inclusive ... ... 5 ,,

18. On engaging Asiatic Emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 ,,

19. On engaging troops for a ship to Great Britain or elsewhere on the gross amount of passage money for rank and file ... ... 2½ ,,

20. On realising inward freight, inward troop, emigrant, or cabin passage money ... ... 2½ ,,

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods from any such vessel, and acting as Agent for the Master on behalf of all concerned—on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ...2½ to 5 ,,

If Opium, Indigo, Raw Silk or Silk Piece-goods. 1¼ to 2½ ,,

If Treasure, Precious Stones, or Jewellery ... ¾ to 1 ,,

22. On effecting Insurances, whether on lives or property ... 2½ ,,

23. On settling Insurance claims, losses and averages of all classes and on procuring returns of premium ... 2½ ,,

24. On drawing, purchasing, selling or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process-at-law or arbitration is incurred in claiming them ... 2¼ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements... ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 3½ „

30. On granting Letters-of-Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ⅛ „

32. On delivering up Government Securities, and Bank or other Joint Stock Shares, on the market value .. ⅛ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

☞ *Brokerage, when paid, is to be separately charged.*

COCHIN CHAMBER OF COMMERCE.

TONNAGE SCALE.

Goods.	Packages.	Shipping Ton.
Arrowroot	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Bees' Wax	Cases	50 Cubic feet.
Ditto	Bags	16 Cwts. Nett.
Betelnut	Do. or Mats	16 „ „
Blackwood	In square Logs ...	50 Cubic feet.
Bone-meal	Bags	20 Cwts. Nett.
Cane	Gunny Bundles ...	50 Cubic feet.
Cardamoms	Robbins...	10 Cwts. Nett.
Ditto	Bags	10 „ „
Ditto	Cases	50 Cubic feet.
Cashew Nuts	Bags	14 Cwts.
Cassia	Bales	800 lbs. Nett } 50 Cubic feet.
Cinnamon	Do.	800 „ „ }
Castor Meal	Bags	16 Cwts. Nett.
Ditto	Cases	50 Cubic feet.
Citronella Oil	Cases, Drums or Tanks	50 „ „
Cocoanut Oil	Casks	14 Cwts. Nett.
Coculus Indicus ...	Robbins	14 „ „
Ditto ...	Bags	16 „ „
Coffee	Casks	16 „ „
Ditto	Bags	18 „ „
Ditto	Cases	50 Cubic feet.
Coir Fenders	Loose	8 Cwts. Nett.
Coir Yarn and Fibre ...	Pressed Bales	50 Cubic feet.
Ditto ...	Bundles or Coils ...	8 Cwts. Nett.
Ditto ...	Dholls not exceeding 4 lbs.	10 „ „

TONNAGE SCALE—(*contd.*)

Goods.	Packages.	Shipping Ton.
Coir Matting	Rolls	50 Cubic feet, $\frac{1}{7}$th allowed off for the round.
Coir Rope	Coils	8 Cwts. Nett.
Coprah	Robbins	10 „ „
Ditto	In Pressed Bales ...	50 Cubic feet.
Ditto	Bulk	10 Cwts. Nett.
Ditto	Bags	10 „ „
Ditto	Bags each cup cut in 4 pieces	12 „ „
Cotton	Pressed Bales	50 Cubic feet.
Cowries	Bags or Cases	20 Cwts. Nett.
Cutch	Cases	50 Cubic feet.
Ditto	Bags or Baskets... ...	16 Cwts. Nett unscrewed.
Cinchona	Bales	50 Cubic feet.
Elephants' Teeth ...	Cases	50 „ „
Ditto ...	Bundles	18 Cwts. Nett.
Ditto ...	Loose	20 „ „
Fish Oil	Casks	14 „ „
Ginger	Cases	50 Cubic feet.
Ditto	Bags	12 Cwts. Nett.
Ditto	Casks	8 „ „
Gingelly Seed	Bags	20 „ „
Groundnuts shelled ...	Do.	16 „ „
Ditto unshelled ...	Do.	12 „ „
Gums of all kinds ...	Cases	50 Cubic feet.
Hemp	Screwed Bales	50 „ „
Hides	Unpressed	12 Cwts. Nett.
Ditto Green	Do.	20 „ „
Ditto Dry	Bales	50 Cubic feet.
Hoofs	Bags	20 Cwts. Nett.
Horns, Buffalo and Cow.	Loose	16 „ „

TONNAGE SCALE—(*concld.*)

Goods.	Packages.	Shipping Ton.
Horns, Deer	Loose	12 Cwts. Nett.
Lemon Grass Oil ...	Cases, Drums or Tanks...	50 Cubic feet.
Linseed	Bags	18 Cwts. Nett.
Mangoes (pickled) ...	Barrels	14 „ „
Ditto (sliced) ...	Bags	12 „ „
Marrotti Seed	Do.	15 „ „
Mica	Cases	50 Cubic feet.
Myrabollams	Bags	16 Cwts. Nett.
Nux Vomica	Robbins	14 „ „
Ditto	Bags	16 „ „
Nutmegs	Cases	50 Cubic feet.
Oil Seeds	Bags	17 Cwts. Nett.
Other Oils	Cases, Drums or Tanks.	50 Cubic feet.
Palmyra Fibre ...	Pressed Bales	50 „ „
Ditto	Ballots	50 „ „
Ditto	Bundles	8 Cwts.
Pepper	Bags	16 Cwts. Nett.
Ditto	Robbins	14 „ „
Plumbago	Bags or Barrels... ...	20 „ „
Poonac Cake	Bundles or Bales ...	20 „ „
Ditto	Broken Bags	17 „ „
Rice bran	Bags	20 „ „
Rice	Do.	20 „ „
Rubber Seeds	Do.	8 „ „ (ea. 54 lbs.)
Saltpetre	Do.	20 „ „
Sandalwood or Sapanwood. Sandalwood, Roots ...	Bags or bundles loose.	13 „ „
Sugar	Bags	20 „
Tallow	Casks and Cases ...	18 „ „
Tea	Chests	50 Cubic feet.
Tea Refuse	Bags	17 Cwts. Nett.
Timber (all kinds) square Logs or Planks ...	... ...	50 Cubic feet.
Ditto Round Logs...	... ...	50 „ „
Ditto otherwise ...	... ...	20 Cwts. Nett.
Turmeric...	Bags	14 „ „
Trichy Phosphate ...	Do.	20 „ „
Wheat	Do.	20 „ „
Ditto	Mooras	18 „ „

Horns, Oil Breakers, Hides loose, and all Packages not exceeding 56 lbs. gross to be taken as broken stowage at half freight.

MADRAS CHAMBER OF COMMERCE.

TONNAGE SCALE.

ARTICLES.	Cwt. per ton nett.	Cubic feet per ton.
Aloes, in bags	20	
Do. in boxes	20	
Alum	20	
Aniseed	8	
Arrowroot, in cases		50
Asafœtida, in bags	20	
Do. in boxes	20	
Apparel		50
Bark, in bags	8	
Barilla	20	
Bees' Wax	20	
Betelnut	18	
Books		50
Borax or Tincal	20	
Do. in cases		50
Brimstone	20	
Bullion	at per cent.	
Cake Lac, in bags	16	
Camphor, in cases		50
Cardamoms, in robbins	8	
Do. in boxes		5
Do. in bags	10	
Cassia, all sorts		50
Castor Seed	15	
Chillies, in bags	1	

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per ton nett.	Cubic feet per ton.
Chillies, in robbins	14	.....
China root, in bags	11	.....
Do. in boxes...	.....	50
Chiretta...	.....	50
Cigars...	.....	50
Cloves in bags	8	.....
Do. in chests	.....	50
Coals	20	.....
Cochineal	.....	50
Coffee, in bags	18	.....
Do. in robbins and casks	16	.....
Do. in cases	17	.....
Coir Yarn and Fibre, screwed bales ...	.....	50
Do. in bundles and dholls	10	.....
Copra, in bags	12	.....
Coriander Seed	12	.....
Cotton, in bales	.....	50
Do. in Piece-goods	.....	50
Cowries	20	.....
Cutch, in bags	17	.....
Dates, wet	20	.....
Do. dry	16	.....
Dhall	20	.....
Elephants' Teeth, in bulk	16	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per ton net.	Cubic feet per ton.
Elephants' Teeth, in cases...	.....	50
Fenugreek Seed	16	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags or bales	12	.....
Do. in cases	.....	50
Gingelly Seed	17	.....
Gram	20	.....
Ground Nuts, in shell	12	.....
Do. shelled	16	.....
Gums, in cases, not enumerated... ...	.....	50
Gunny Bags	.....	50
Do. Cloth	.....	50
Ganjah	.....	50
Hemp, in bales	.....	50
Hides	.....	50
Hoofs, Horn Shavings, and Tips... ...	20	.....
Horns, Cow and Buffalo	20	.....
Do. Deer	16	.....
Indigo	.....	50
Jute, in bales...	.....	50
Lac Dye	.....	50
Lard	.....	50
Linseed	18	.....
Mace, in cases	.....	50
Machinery	20	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per ton net.	Cubic feet per ton.
Metals	20	.....
Myrabollams	17	.....
Molasses	20	.....
Mother-o'-Pearl, in bags	20	.....
„ „ chests	20	.....
Munjeet	.....	50
Mustard Seed	18	.....
Niger Seed	17	.....
Nutmegs, in chests	.....	50
Nux Vomica, in bags or cases	16	.....
Oats	12	.....
Oil, in cases	20	.....
Do. in casks	210 Imperial Gallons.	
Olibanum	18	.....
Paddy, in bags	15	.....
Peas	20	.....
Pepper, in bags	16	.....
Planks and Deals	.....	50
Poonac	20	.....
Poppy Seed	15	.....
Putchuk	10	.....
Rape Seed	18	.....
Raw Silk, in bales	10	.....
Rattans	20	.....
Redwood for Dunnage	20	.....
Rhea in bales	.....	50

TONNAGE SCALE—(*contd.*)

ARTICLES.	Cwt. per ton net.	Cubic feet per ton.
Rice, in bags	20	.....
Roping, in coils	.....	50
Do. lines and twines, in bundles ...	14	.....
Do. coir, in coils	10	.....
Rum, in casks	210 Imperial	Gallons.
Safflower, in bales	.....	50
Sago, in cases	.....	50
Sal Ammoniac, in bags	15	.....
Do. in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Sapan Wood	20	.....
Sharks' Fins	16	.....
Sealing Wax, in cases	.....	50
Seed Lac, in cases	.....	50
Do. in bags	16	.....
Senna, in bales	.....	50
Sarsaparilla	.....	50
Shells, rough, in bags	20	.....
Shell Lac, in cases	.....	50
Do. in bags	16	.....
Silk Piece-goods	.....	50
Skins	.....	50
Soap, country, in cases	.....	50
Do. in bags	15	.....
Do. in bars	20	.....

TONNAGE SCALE—(*concld.*)

ARTICLES.	Cwt. per ton net.	Cubic feet per ton.
Stick-Lac, in cases	.....	50
Do. in bags...	16	.....
Sugar, including Jaggery, in bags ...	20	.....
Tallow, cases or casks	20	.....
Talc	20	.....
Tamarind, in cases or casks	20	.....
Tapioca	.....	50
Tea, in chests	.....	50
Timber	.....	50
Tobacco, in bales	.....	50
Tortoise shell, in chests	.....	50
Turmeric, in bags	14	.....
Wheat	20	.....
Wool, in bales	.....	50
All other articles not enumerated, in bales or cases	.....	50

RULE.

The articles mentioned in the margin are to be measured before shipment, at the press, godown, or on the beach, at the option of the shipper, and the measurement is to be entered on the face of the Bill of Lading. In measuring, the callipers are to take in the rope, or iron hoop, on the one side of the bale, and leave it out on the other. Half inches are to be given and taken alternately. Ten bales per cent. as a maximum are to be measured, a moiety to be chosen by the shipper and a moiety by the ship; and, in the event of any dispute arising, the bales are to be measured by a surveyor, to be appointed by the Chamber of Commerce. The surveyor's decision to be final, and his fee to be five rupees, one-half to be borne by each party. All other goods to be measured at port of discharge.

Coir, in Bales.
Cotton.
Ganjah.
Hemp.
Jute.
Munjeet.
Palmyra Fibre.
Senna Leaf.
Wool.
Sarsaparilla.

A. J. YORKE,
Chairman of the Chamber of Commerce.

MADRAS, 30*th May* 1905.

KARACHI CHAMBER OF COMMERCE.

TONNAGE SCALE.

1. The Karachi Tonnage Scale for Steamers shall be on the basis of 40 cubic feet to the ton, but in no case to exceed 20 cwt. dead weight except in the case of Salt.

2. The standard ton at Karachi for measurement of goods shall be taken at 50 cubic feet for Ships.

3. The Freight on Oil to be paid on the full gauge of the cask ascertained at the Port of discharge.

4. When Freight is payable on weight, the same is to be on the nett weight delivered.

5. When Cotton is shipped at a rate per bale, in the absence of special agreement, if the average measurement exceeds 13 feet per bale, the Ship shall be entitled to proportionate extra freight, but in no case shall a Ship be compelled to take bales larger than 14 feet.

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Aloes, in kegs	40 feet.	16 cwt.
Alum, in bags	16 cwt.	20 „
Annato, in cases	40 feet.	50 feet.
Apparel in cases	40 „	50 „
Arrowroot, in cases...	40 „	50 „
Assafœtida, in cases...	40 „	50 „
Bajree, in bags	18 cwt.	20 cwt.
Barilla	16 „	20 „
Barley, in bags	15 „	18 „
Bees' Wax, in cases...	40 feet.	50 feet.
Betelnut, in bags	13 cwt.	16 cwt.
Blackwood, in straight square logs ..	40 feet.	50 feet.
Do. otherwise	16 cwt.	20 cwt.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Bone-meal and Bone-dust	30 cwt.	20 cwt.
*Bones, crushed, in bags (as per standards preserved by the Chamber)	15 „ / 17 „ / 18 „	20 „
Bones, loose	8 „	10 „
Books	40 feet.	50 feet.
Borax, in cases	40 „	50 „
Do. in bags	16 cwt.	20 cwt.
†Bran, in bags (pressed)	10 „	.....
Bran, in bags (unpressed)	9 „	.....
Buffalo horns, in bundles	6 „	8 cwt
Bullion	per cent.	per cent
Camphor, in cases	40 feet.	50 feet.
Canes or Rattans, in bundles	13 cwt.	16 cwt.
Cardamoms, in bundles	40 feet.	50 feet
Cassia Lignea, Fistula and Buds	40 „	50 „
Chasum	8 cwt.	10 cwt.
China Root, in cases	40 feet.	50 feet.
Cigars...	40 „	50 „
Cinnamon, in bales	.....	6 cwt.
Do. in cases	40 feet.	50 feet.
Cloves, in cases	40 „	50 „
Do. in bags or frazils	8 cwt.	10 cwt.
Coals...	20 „	20 „
Cocoa, in bags	10 „	12 „
Coculus Indicus, in bags	13 „	16 „
Coffee, in cases	40 feet.	50 feet.

* NOTE.—The scale for grades differing from the standards to be settled by private arrangement between shippers and Steamer Agents. Any disputes between them to be referred to, and decided by, the Committee of the Chamber.

† NOTE.—Pressed Bran to be understood as not less than 5 mds. (of 28 lbs.) in a bag of 45½ × 25 inches.

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Coffee, in bags or frazils	13 cwt.	16 cwt.
Coir, in bales...	40 feet.	50 feet.
Do. in bundles or loose	5 cwt.	6 cwt.
Do. Rope, in coils...	40 feet.	8 ,,
Colocynth, in cases	40 ,,	50 feet.
Colombo Root, in bags	8 cwt.	14 cwt.
Copra, in robbins	8 ,,	12 ,,
Do. in bags	.....	12 ,,
Do. cut, in bags	11 cwt.	.....
Coral, rough (not specimen), in bags ...	16 ,,	20 cwt.
Cotton Seed	13 ,,	14 ,,
Do. in bales	40 feet.	50 feet.
Cowries, in cases	40 ,,	50 ,,
Do. in bags	16 cwt	20 cwt.
Cubebs	10 ,,	12 ,,
Cummin Seed, in cases	40 feet.	50 feet.
Cutch or Terra Japonica, in bags or baskets, unscrewed	13 cwt.	16 cwt.
* Cylindrical Packages, Rolls, &c... ...	40 feet.	.....
Dates, wet	16 cwt.	20 cwt.
Do. dry	13 ,,	16 ,,
Dhall, crushed or split, in bags	17 ,,	20 ,,
Dragoons' Blood, in cases	40 feet.	50 feet.
Ebony, square and straight	40 ,,	50 ,,
Do. otherwise	16 cwt.	20 cwt.
Elephants' Teeth, in cases	40 feet.	50 feet.
Do. in bundles	14 cwt.	18 cwt.
Do. loose	16 ,,	20 ,,
Fennel Seed	10 ,,	.....

* NOTE.—On and after 1st March 1903, the following formula shall be recognised for the calculation of the cubical contents of cylindrical packages, &c., *viz.*, that the square of the diameter be multiplied by the length and one-fifth be deducted from the product.

TONNAGE SCALE—(*contd.*)

ARTICLES	STEAMERS.	SHIPS
	To the Ton.	To the Ton.
Fenugreek or Methey Seed	17 cwt.	.....
Fish Manure (as per sample lodged with the Chamber)	9 „	.....
Fishmaws (or Isinglass), in cases ...	40 feet.	.....
Flour	18 cwt.	.....
Do. Middlings or Sharps, in bags ...	12 „	.....
Furniture	40 feet.	50 feet.
Galingals	10 cwt.	12 cwt.
Galls, in bags...	13 „	16 „
Do. in cases	40 feet.	50 feet.
Ghee, in dubbas or casks	40 „	15 cwt.
Ginger, dry, in cases	40 „	50 feet.
Do. in bags	10 cwt.	12 cwt.
Gram	17 „	20 „
Groundnuts, shelled	13 „	16 „
Do. unshelled	6 „	8 „
Gums, of all kinds, in cases	40 feet.	50 feet.
Gum Olibanum, in bags	13 cwt.	16 cwt.
Hurtall, in cases	40 feet.	50 feet.
Hemp, in screwed bales	40 „	50 „
Do. loose or in bundles...	5 cwt.	7 cwt.
Hides and Skins, in screwed bales ...	40 feet.	50 feet.
Do. loose, and in small bundles	40 „	12 cwt.
Horns, Buffalo and Cow, loose	13 cwt.	16 „
Do. Deer, loose	6 „	8 „
Horn Tips, of any kind, and hoofs ...	15 „	16 „
Indigo, in cases	40 feet.	50 feet
Iron or Steel Rails	20 cwt.	.....
Iron, old or scrap	20 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Jackwood	40 feet.	50 feet.
Jaggery	18 cwt.	.....
Jowari, in bags	18 „	20 cwt.
Lac Dye, in shells or cases	40 feet.	50 feet.
Lac (seed) in bags	13 cwt.	.....
Lang, in bags	18 „	20 cwt.
Lang, crushed, in bags	17 „	20 „
Lentils	20 „	20 „
Linseed, in bags	16 „	18 „
Mace, in cases	40 feet.	50 feet.
Maize, in bags	17 cwt.	20 cwt.
Mother-o'-Pearl, in cases	40 feet.	50 feet.
Do. in bags	16 cwt.	20 cwt.
Mowra Flowers	18 „	20 „
Do. Seed, in bags	13 „	16 „
Munjeet or Madder Root, in cases or bales	40 feet.	50 feet.
Do. do. in bundles or bags.	8 cwt.	12 cwt.
Musk, in cases	40 feet.	50 feet.
Mussor, in bags	20 cwt.	20 cwt.
Mutter	18 „	20 „
Myrabollams, in bags	13 „	16 „
Niger Seed	14 „	17 „
Nutmegs, in cases	40 feet.	50 feet.
Nux Vomica, in cases	40 „	50 „
Do. in bags	13 cwt.	16 cwt.
Oil, of any kind, in casks	40 feet.	310 Impl. gals.
Oil-cake, in cakes or lumps (in bags) ...	16 cwt.	.....
Oil, Cocoanut	11 „	.....

TONNAGE SCALE—(*contd.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Oil Seeds—		
Castor Seed	14 cwt.	17 cwt.
Teel or Gingelly Seed	15 „	.....
Rape Seed, Sita, Jamba and other kinds	16 „	.....
Mustard Seed	16 „	.....
Khorassan	16 „	.....
Ore of all descriptions, loose or in bags...	20 „	20 cwt.
Opium	per chest.	per chest.
Paddy, in bags	13 cwt.	16 cwt.
Pepper, in bags	13 „	16 „
Pimento	12 „	14 „
Plumbago, in bags	16 „	20 „
Poppy Seed, in single bags (1½ cwt.) ...	13 „	16 „
Do. do. (1¼ cwt.) ...	14 „	17 „
Do. in double bags (1¼ cwt.) ...	14 „	17 „
Do. in bags (1½ cwt.)	14 „	17 „
Rails, iron or steel	20 „	.....
Rattans, in bundles	13 „	16 cwt.
Do. Ground...	13 „	16 „
Red Wood	13 „	16 „
Rhubarb, in cases	40 feet.	50 feet.
Rice, in bags...	18 cwt.	20 cwt.
Safflower, in cases	40 feet.	50 feet.
Do. in screwed bales	40 „	50 „
Do. in bags	8 cwt.	10 cwt.
Safflower seed (Kurdai seed or Kasumba)..	13 „	.....
Sago, in cases	40 feet.	50 feet.
Sal-Ammoniac, in cases	40 „	50 „
Do. in bags	15 cwt.	18 cwt.
Salt	28 Indian maunds of 82-2/7 lbs.	28 Indian maunds of 82-2/7 lbs.
Salt Fish	14 cwt.	14 cwt.
Saltpetre	20 „	20 „
Sandal and Sapan-wood	11 „	16 „

TONNAGE SCALE—(*concld.*)

ARTICLES.	STEAMERS.	SHIPS.
	To the Ton.	To the Ton.
Sealing Wax, in cases	40 feet.	50 feet.
Senna, in bags	5 cwt.	6 cwt.
Do. in bales	40 feet.	50 feet.
Shells, rough, in bags	16 cwt.	20 cwt.
Silk, in bales	8 „	10 „
Do. in cases	40 feet.	50 feet.
Soap, in cases	40 „	50 „
Sugar, in bags	19 cwt.	20 cwt.
Talc	16 „	20 „
Tallow	40 feet.	50 feet.
Tamarind	15 cwt.	18 cwt.
Tanned Skins, in bundles	8 „	10 „
Do. in pressed bales	40 feet.	.....
Tea, in chests	40 „	50 feet.
Timber, Teak: Square Planks and Poon.	40 „	50 „
Timber, Teak: round (one-fifth off) ...	.....	.....
Tobacco, in bales	40 feet.	50 feet.
Tortoise Shells, in chests	40 „	50 „
Turmeric, in bags	11 cwt.	13 cwt.
Tutenague	16 „	20 „
Unrated Wood	11 „	14 „
Whanghees (*vide* Canes)	13 „	16 „
Wheat	18 „	20 „
Whitepeas	18 „	.....
Wines and Spirits, in casks	40 feet.	50 feet.
Do. in cases	40 „	50 „
Wool, in screwed bales	40 „	50 „
Zedory	16 cwt.	20 cwt.

FREIGHT INWARDS.

Payable in Karachi.

The conversion into Indian Currency of sterling freight inward to Karachi, payable in Karachi, shall, unless otherwise stipulated, be made at the rate for Bank Bills of London payable on demand; and the rate ruling at the close of a mail shall be the rate applicable to such purpose during the subsequent week.

FREIGHT OUTWARDS.

Payable in Karachi.

Difference of freight outwards from Karachi stated in sterling payable in Karachi (in absence of any stipulation to the contrary on either the shipping order or Charter Party) shall be converted into Indian Currency at the rate for Bank Bills on London payable on demand. The rate applicable to such purpose shall be the rate ruling on the day on which the Bill of Lading is dated; an allowance of 4½ per cent. in the case of sailing ships, and 2½ in the case of steamers, being made as discount to cover cost of insurance and interest, until the due date of the freight.

SHUT-OUT CARGO.

The Harbour Board ruling in relation to shut-out goods is as follows:—

That shut-out goods be in future charged half import and half export fees under the provisions of Rules 3 and 4 published under the Wharfage Fees Act III of 1879.

BURMA CHAMBER OF COMMERCE.

TONNAGE SCHEDULE FOR THE PORT OF RANGOON.

Articles.	Cwt. per ton net.	Cubic feet per ton.
Apparel, in cases	.....	40
Arrowroot, in cases	.....	50
Bark	20	.....
Beans	20	.....
Bees' Wax	20 gross	.....
Betelnut	20	.....
Books	.....	50
Bones, loose, and Bone-meal	20	.....
Bottles (empty)	.....	40
Bran	20	.....
Brimstone	20	.....
Bullion	at per cent.	.....
Cake lac, in bags	16	.....
Camphor, in cases	.....	50
Cardamoms, in boxes	8	.....
Castor seed	15	.....
Chillies, in bags	8	.....
China root, in bags	11	.....
Chiretta, in bales	16	.....
Cigars	.....	50
Cloves, in bags	8	.....
Coal	20	.....

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*contd.*)

Articles.	Cwt. per ton net.	Cubic feet per ton.
Cochineal	.....	50
Coffee, in bags	18	.....
Coffee, in barrels	16	.....
Coir, loose	12	.....
Coir bundles	10	.....
Copra, in bags	14	.....
Cotton seed	15	.....
Cotton seed cake	20 gross	.....
Cotton seed oil	20	.....
Cotton in bales	.....	50
Curios	.....	40
Cutch, in bags	16	.....
Cutch, in boxes	20 gross	.....
Dhall, in bags	20	.....
Elephant teeth, in bulk	20	.....
Elephant teeth, in cases	.....	50
Flour, in bags	20	.....
Furniture	.....	50
Garlic and Onions	12	.....
Ginger, in bags	16	.....
Gram, in bags	20	.....
Guano, in bags	16	.....
Gum, in cases	.....	50
Gunny bags and cloth	.....	50
Ganja	.....	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*contd.*)

Articles.	Cwt. per ton net.	Cubic feet per ton.
Hemp, in bales	.....	50
Hides, Buffalo or Cow	16	.....
Horns, Buffalo or Cow	20	.....
India-rubber, in bags	20	.....
Iron	20	.....
Jute	.....	50
Lac-dye	.....	50
Linseed	20	.....
Machinery	20	.....
Maize	20	.....
Metals	20	.....
Millet	20	.....
Molasses	2 puns or 4 hhds.	.....
Mustard or Rapeseed	20	.....
Nutmegs, in casks	.....	50
Oats	16	.....
Oil, in cases	.....	50
Oil, in casks	4 hhds.	.....
Oil-seed cake	20	.....
Orchids	.....	40
Paddy	16	.....
Paraffine wax, in cases	20	.....
Peas	20	.....
Planks and deals	.....	50

TONNAGE SCHEDULE FOR THE PORT OF RANGOON—(*concld.*)

Articles.	Cwt. per ton net.	Cubic feet per ton.
Private effects	.....	40
Rags	.....	50
Raw silk, in bales	.....	50
Rattans for dunnage	20	.....
Rice, in bags	20	.....
Rice meal and Rice flour	20	.....
Rope, in coils	.....	50
Rope, in bundles	16	.....
Rum, in casks	2 puncheons.	.....
Sago, in cases	.....	50
Saltpetre	20	.....
Salt	20	.....
Seedlac, in cases	.....	50
Shells, rough, in bags	20	.....
Shellac, in cases	.....	50
Silk, in cases	.....	50
Silk piece-goods	.....	50
Silk (waste)	.....	50
Soap, country, in cases	.....	50
Sticklac, in bags	16	.....
Sugar, in bags	20	.....
Tallow, in casks	20	.....
Tamarind, in casks	20	.....
Tea, in chests	.....	50
Timber (Padouk)	.....	50
Timber (Pinkadoe)	.....	50
Timber (Teak in round or square logs, scantlings)	.....	50
Til seed	20	.....
Tobacco, in bales	.....	50
Wheat	20	.....
Wool	.....	50

SCHEDULE OF COMMISSION CHARGES

AUTHORIZED BY THE
BURMA CHAMBER OF COMMERCE.

1. On the sale, purchase, or shipment of Bullion, Gold Dust or Coin ... ... 1 per cent.
2. On the purchase (when in funds) or sale of Raw Silk, Silk Piece-goods, Opium, Pearls, Precious Stones or Jewellery ... ... 2½ ,,
3. On purchasing ditto, when funds are provided by the Agent ... ... 5 ,,
4. On the sale or purchase of all other goods, the commission in all cases to be charged upon the gross amount of sales, and in regard to purchase upon both cost and charges ... ... 5 ,,
5. On returns for consignments, if made in produce ... 2½ ,,
6. On returns of consignments, if in Bills, Bullion or Treasure ... ... 1 ,,
7. On accepting bills against consignments ... ... 1 ,,
8. On the sale or purchase of Ships, Factories, Houses, Lands and all Property of a like description ... 2½ ,,
9. On goods and treasure consigned, and all other property of any description referred to Agency for sale, whether advanced upon, or otherwise, which shall afterwards be withdrawn, and on goods consigned for conditional delivery to others and so delivered on invoice amount at 2s. per Rupee ... ... half com.
10. On making advances or procuring loans of money for commercial purposes, when the aggregate commission does not exceed 5 per cent. ... ... 2½ per cent.
11. On ordering, or receiving and delivering goods, superintending the fulfilment of contracts, or on the shipment of goods, where no other commission is derived ... ... 2½ ,,
12. On guaranteeing Bills, Bonds or other engagements, and on becoming security for administration of Estates or to Government for the disbursement of public money ... ... 2½ ,,

13. On *del-credere*, or guaranteeing the due or realisation of sales ... ... 2½ per cent.

14. On the management of Estates for Executors or Administrators ... ... 2½ „

15. On chartering ships or engaging tonnage for constituents for vessels to proceed to outports for loading ... ... 2½ „

16. On advertising as the Agents for Owners or Commanders of ships for cabin passengers, on the amount of passage money, whether the same shall pass through the Agent's hand or not ... ... 2½ „

17. On procuring freight for a ship by shipping order or charter, or on procuring employment for a ship on monthly hire, or acting as Agents for owners, Captain or Charterers of a vessel, upon the gross amount of freight brokerage inclusive ... 5 „

18. On engaging of Asiatic emigrants for a ship to the Mauritius, the West Indies, or elsewhere, upon the gross amount of earnings ... ... 5 „

19. On engaging troops for a ship, Great Britain or elsewhere, on the gross amount of passage money for rank and file ... ... 2½ „

20. On realising inwards freight, inward troop, emigrant, or cabin passage money ... ... 2½ „

21. On landing and re-shipping goods from any vessel in distress, or on landing and selling by auction damaged goods for any such vessels, acting as Agents for the Master, on behalf of all concerned, on the declared value of all such goods as may be re-shipped, and on the net proceeds of all such goods as may be publicly sold ... ... 5 „

If Opium, Indigo, Raw Silk or Silk Piece-goods 2½ „

If Treasure, Precious Stones or Jewellery ... 1 „

If a cargo loaded in Burma, consisting of Rice or Timber or Catch ... ... 2½ „

22. On effecting Insurance, whether on lives or property ... ... 2½ „

23. On settling Insurance claims, losses and averages of all classes, and on procuring returns of premium.. 2½ „

24. On drawing, purchasing, selling or negotiating Bills of Exchange ... ... 1 per cent.

25. On debts or other claims when a process-at-law or arbitration is incurred in claiming them ... ... 2½ „
Or if recovered by such means ... ... 5 „

26. On Bills of Exchange returned dishonoured ... ... 1 „

27. On collecting house-rent ... ... 2½ „

28. On ship's disbursements ... ... 2½ „

29. On realising Bottomry Bonds, or negotiating any loan on *respondentia* ... ... 2½ „

30. On granting Letters-of-Credit ... ... 1 „

31. On sale or purchase of Government Securities and Bank or other Joint Stock Shares, and on every exchange or transfer, not by purchase from one class to another ... ... ½ „

32. On delivering up Government Securities and Bank or other Joint Stock Shares, on the market value ... ½ „

33. On all amounts debited and credited within the year (less the balance brought forward) upon which no commission amounting to 5 per cent. has been charged ... ... ½ „

List showing the various Statistical Returns published by the Bom

(These new rates to come into

	Members.									Charge per copy.		
	Yearly.			Monthly.								
	Rs.	a.	p.	Rs.	a.	p.				Rs.	a.	p.
Subscription for Chamber Membership	360	0	0	.....						.....		
Subscription for Associate Membership	300	0	0	.....						.....		
Subscription for one complete set of all Statistical Returns (only to Members).	640	0	0	.....						.....		
Daily Trade Return (Exports and Imports). Issued daily	160	0	0	16	0	0				1	0	0
Daily Arrivals of Cotton, Wheat and Seeds by Rail and Sea. Issued daily.	192	0	0	20	0	0				1	0	0
Import Manifests. Issued twice a week	128	0	0	12	0	0				1	12	0
Export Manifests. Issued twice a week	128	0	0	12	0	0				1	12	0
Current Quotations. Issued weekly.	.....			Free						.....		
Detailed Monthly Return of Principal Imports from Europe and elsewhere. Issued monthly ...	32	0	0	4	0	0				4	0	0
Statement showing the Exports of Cotton from India to Europe, China and Japan, and of Wheat and Seeds to Europe and Port Said (for orders). Issued monthly	32	0	0	4	0	0				4	0	0
Movement of Piece-goods and Yarns by Rail. Issued monthly	48	0	0	4	8	0				4	8	0
Return showing Stocks and Deliveries of Piece-goods and Yarns; also of Copper and Yellow Metal Sheets. Issued monthly	24	0	0	3	0	0				3	0	0
Weekly Return showing the Clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and Sundry articles to Europe and America including Port Said (for orders). Issued weekly	64	0	0	6	0	0				1	12	0
Half-yearly Return showing the Clearances of Cotton, Seeds, Wheat, &c., Exports of Cotton from Bombay to Europe, China, Japan, Calcutta, &c., and of Wool, Seeds, Wheat and other Sundry articles to Europe, including Port Said (for orders). Issued half-yearly ...	Free to Members taking separate subscription to "Weekly Return." If subscription will be											
	8	0	0	.....						4	0	0
Rules and Regulations of the Chamber (with Tonnage Schedule) ...	.....			.....						1	8	0
Annual Report of the Chamber ...	2 copies free and for additional copies each.									6	0	0
Index to the Chamber's Annual Reports (1836-1905)	.....			.....						5	0	0
Decisions on Shipping and Mercantile Matters	.....			.....						2	8	0

bay Chamber of Commerce, their respective Subscriptions, &c.
force as from 1st January 1921.)

Non-Members.									Postage.						
Yearly.			Monthly.			Charge per copy.			Yearly.			Monthly.			
Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	Rs.	a.	p.	
.....			.....			.....			.....			.....			
.....			.....			.....			.....			.....			
.....			.....			.....			.....			.....			
320	0	0	30	0	0	1	8	0	8	0	0	0	12	0	Mail.
									10	0	0	0	14	0	Inland.
360	0	0	32	0	0	1	12	0	8	0	0	0	12	0	Mail.
									10	0	0	0	14	0	Inland.
252	0	0	22	0	0	4	0	0	4	0	0	0	6	0	
252	0	0	22	0	0	4	0	0	4	0	0	0	6	0	
40	0	0	4	0	0	1	8	0	2	0	0	0	3	0	
96	0	0	9	0	0	9	0	0	0	6	0	0	0	6	
40	0	0	6	0	0	6	0	0	0	6	0	0	0	6	
96	0	0	9	0	0	9	0	0	0	6	0	0	0	6	
36	0	0	5	0	0	5	0	0	0	6	0	0	0	6	
84	0	0	10	0	0	3	0	0	2	0	0	0	3	0	
16	0	0	.....			8	0	0	0	1	0	.....			
.....			.....			2	8	0	.....			0	6	0	Mail.
												0	4	0	Inland.
.....			.....			8	0	0	.....			1	8	0	Mail.
												1	0	0	Inland.
.....			.....			5	0	0	.....			1	8	0	Mail.
												1	0	0	Inland.
.....			.....			2	8	0	.....			0	6	0	Mail.
												0	4	0	Inland.

BOMBAY.

PUBLIC HOLIDAYS.

For the Year 1921.

The following holidays are sanctioned by Government under Section 25 of Act XXVI of 1881, entitled the "Negotiable Instruments Act, 1881," including the New Year's Day (1st January), Good Friday (25th March), and Christmas Day (25th December), which are already specified as holidays under the above Section :—

New Year	1st January	Saturday	1 Day.
Maha Shivratri	7th March	Monday	1 ,,
Jamshedi Naoroz	21st March	Monday	1 ,,
Holi (2nd Day)	24th March	Thursday	1 ,,
Good Friday	25th March	Friday	1 ,,
Easter Saturday and Monday.	26th and 28th March	Saturday and Monday	2 Days.
Ramnavami	16th April	Saturday	1 Day.
Empire Day	24th May	Tuesday	1 ,,
Birthday of His Majesty the King-Emperor.	4th June	Saturday	1 ,,
Ramzan-Id	8th June	Wednesday	1 ,,
Zarthost-no-diso	17th June	Friday	1 ,,
Bakri-Id	15th August	Monday	1 ,,
Cocoanut Day	18th August	Thursday	1 ,,
Gokal-Ashtami	26th August	Friday	1 ,,
Ganesh-Chaturthi and Samvatsari (Jain).	5th September	Monday	1 ,,
Parsi New Year	9th and 10th September	Friday and Saturday	2Days.
Muharram	13th September	Tuesday	1 Day.
Khordad Sal	16th September	Thursday	1 ,,
Dussera	11th October	Tuesday	1 ,,
Divali	31st October and 1st Nov.	Monday and Tuesday	2 Days.
Bara Wafat	14th November	Monday	1 Day.
Christmas	24th and 26th December.	Saturday and Monday.	2 Days.
New Year's Eve	31st December	Saturday	1Day.

No days are notified as holidays on account of First Day of Divali (Kali Chaudas, 30th October) and Christmas Day (25th December) as these festivals fall on days which are declared to be holidays under the Section referred to above.

HOLIDAYS UNDER CHARTER-PARTIES.

In accordance with the Resolution passed at a General Meeting of the Chamber of Commerce held on the 22nd July 1881, the Committee of the Chamber beg to inform the public that the following days have been fixed by them to be holidays under Charter-Parties for the year 1921 :—

New Year	1st January	Saturday	1 Day.
Holi (2nd Day)	24th March	Thursday	1 ,,
Good Friday	25th March	Friday	1 ,,
Ramnavami	16th April	Saturday	1 ,,
Empire Day	24th May	Tuesday	1 ,,
Birthday of His Majesty the King-Emperor.	4th June	Saturday	1 ,,
Bakri-Id	15th August	Monday	1 ,,
Cocoanut Day	18th August	Thursday	1 ,,
Gokal-Ashtami	26th August	Friday	1 ,,
Ganesh-Chaturthi and Samvatsari (Jain).	5th September	Monday	1 ,,
Muharram	13th September	Tuesday	1 ,,
Dussera	11th October	Tuesday	1 ,,
Divali	31st October	Monday	1 ,,

BENGAL.

PUBLIC HOLIDAYS.

Declared by the Government of Bengal under Section 25 of the Negotiable Instruments Act XXVI of 1881 :—

Doljatra	.. 22rd March	Wednesday	1 Day.
Easter Saturday ..	.. 26th March	Saturday	1 ,,
Easter Monday ..	. 28th March	Monday	1 ,,
Chaitra Sankaranti	.. 13th April	Wednesday	1 ,,
Birthday of His Majesty The King-Emperor.	4th June	Saturday	1 ,,
Id-ul-fitr . ..	.. 6th June	Wednesday	1 ,,
Dasahara	.. 15th June	Wednesday	1 ,,
Id-uz-zuha	.. 15th August	Monday	1 ,,
Janmastami ..	.. 26th August . ..	Friday	1 ,,
Muharram ..	.. 18th and 14th September.	Tuesday and Wednesday	2 Days.
Mahalaya	.. 1st October	Saturday	1 Day.
Durga and Lakshmi Pujas.	8th, 10th, 11th and 17th October.	Saturday, Monday, Tuesday & Monday.	4 Days.
Kali Puja ..	.. 31st October	Monday	1 Day.
Jagadhatri Puja ..	.. 9th November ..	Wednesday	1 ,,
Christmas Eve ..	.. 24th December	Saturday	1 ,,
The first and second days following Christmas.	26th and 27th December..	Monday and Tuesday ...	2 Days.
The last day of the Year	. 31st December	Saturday	1 Day.

(a) Sundays, New Year's Day, Good Friday (25th March) and Christmas Day are public holidays under the Act.

(b) As Sri Panchami (13th February), the second day of the Durga Puja (9th October), Lakshmi Puja (16th October) and the first day of the Kali Puja (31st October), fall on Sundays in the year 1921, which are public holidays under the Act, they are not included in the list of public holidays separately declared for 1921.

HOLIDAYS UNDER CHARTER-PARTIES.

The Committee of the Bengal Chamber of Commerce, empowered on that behalf by the Resolution passed at a General Meeting of the Chamber, held on the 5th December, 1888, do hereby declare that the Holidays specified below shall be the Holidays during the year 1921, recognised by the Chamber under Charter-Parties and Shipping Orders, as Holidays according to the custom of the Port :—

New Year's day	.. 1st January ..	.. Saturday	.. 1 Day.
Good Friday ..	.. 25th March ..	.. Friday	.. 1 ,,
Easter Saturday ..	.. 26th March. ..	.. Saturday	. 1 ,,
Easter Monday ..	.. 28th March ..	.. Monday . ..	.. 1 ,,
Chaitra Sankaranti	.. 13th April ..	.. Wednesday ..	.. 1 ,,
Birthday of His Majesty the King-Emperor.	4th June ..	.. Saturday	.. 1 ,,
Durga Puja	8th October .. 10th October .. 11th October ..	Saturday .. . Monday .. .. Tuesday	3 Days.
Lakshmi Puja ..	.. 17th October ..	.. Monday	. 1 Day.
Kali Puja ..	.. 31st October .	.. Monday	.. 1 ,,
Jagadhatri Puja ..	.. 9th November ..	.. Wednesday ..	.. 1 ,,
Christmas Eve ..	.. 24th December ..	.. Saturday	.. 1 ,,
The 1st and 2nd days following Christmas.	26th and 27th December..	Monday and Tuesday ..	2 Days

N.B.—All Sundays are holidays.

MADRAS.

PUBLIC HOLIDAYS, 1921.

Under Section 25 of the Negotiable Instruments Act (XXVI of 1881) His Excellency the Governor in Council has declared the following days to be Public Holidays in the year 1921 :—

Pongal	12th and 13th January	Wednesday & Thursday	2	Days.
Mahasivaratri	7th March	Monday	1	Day.
Easter	26th and 28th March	Saturday and Monday	2	Days.
Telugu New Year's Day	9th April	Saturday	1	Day.
Tamil New Year's Day	15th April	Wednesday	1	,,
King-Emperor's Birthday	4th June	Saturday	1	,,
Ramzan-id	8th June	Wednesday	1	,,
Bakri-id	15th August	Monday	1	,,
Avaniavattam	18th August	Thursday	1	,,
Sri Jayanthi	27th August	Saturday	1	,,
Vinayaka Chaturthi	5th September	Monday	1	,,
Muharram (Last Day)	13th September	Tuesday	1	,,
Mahalaya Amavasya	1st October	Saturday	1	,,
Ayuda Puja	10th October	Monday	1	,,
Christmas	27th, 28th, 30th and 31st December.	Tuesday, Wednesday, Friday and Saturday.	4	Days.

N.B—The following holidays are already legalised by the Negotiable Instruments Act :- New Year's Day, Good Friday and Christmas day.

KARACHI.

PUBLIC HOLIDAYS, 1921.

The Committee of the Karachi Chamber of Commerce do hereby declare that the Holidays specified below shall be the Holidays during the year 1921, sanctioned by Government under Section 25 of Act XXVI of 1881, entitled "The Negotiable Instruments Act," 1881:—

New Year's Day	1st January	Saturday	1	Day.
Maha Shivratri	7th March	Monday	1	,,
Jamshed Nowroze	21st March	Monday	1	,,
Holi	24th March	Thursday	1	,,
Easter	25th, 26th and 28th March	Fri., Sat. and Monday	3	Days.
Chetichand	9th April	Saturday	1	Day.
Birthday of His Majesty The King-Emperor.	4th June	Saturday	1	,,
Ramzan-id	8th June	Wednesday	1	,,
Zarthost-No-Diso	17th June	Friday	1	,,
Bakri-id	15th August	Monday	1	,,
Cocoanut Day	18th August	Thursday	1	,,
Gokal-Ashtami	26th August	Friday	1	,,
Ganesh Chaturthi	5th September	Monday	1	,,
Parsi New Year	9th and 10th September	Friday and Saturday	2	Days.
Mohurrum	13th September	Tuesday	1	Day.
Khurdad Sal	15th September	Thursday	1	,,
Dassera	10th October	Monday	1	,,
Divali	31st October and 1st Nov.	Monday and Tuesday	2	Days.
Bara Wafat	14th November	Monday	1	Day.
Guru Nanak's Birthday	15th November	Tuesday	1	,,
Christmas	24th and 26th December	Saturday and Monday	2	Days.
New Year's Eve	31st December	Saturday	1	Day.

HOLIDAYS UNDER CHARTER-PARTIES.

(Recognised by the Chamber under Charter-Parties and Shipping Orders according to the custom of the Port.)

New Year	1st January	Saturday	1	Day.
Holi	24th March	Thursday	1	,,
Good Friday	25th March	Friday	1	,,
Birthday of His Majesty The King-Emperor.	4th June	Saturday	1	,,
Ramzan-id	8th June	Wednesday	1	,,
Bakri-id	15th August	Monday	1	,,
Cocoanut Day	18th August	Thursday	1	,,
Mohurrum	13th September	Tuesday	1	,,
Divali	31st October	Wednesday	1	,,
Christmas	26th December	Monday	1	,,

CALENDAR FOR 1920.

1920.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JAN.	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
FEB.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	...	...	...	...	...	...
MAR.	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	31	...	...	...
APRIL	...	...	...	...	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	...
MAY	...	...	...	...	...	...	1
	2	3	4	5	6	7	8
	9	10	11	12	13	14	15
	16	17	18	19	20	21	22
	23	24	25	26	27	28	29
	30	31	...	...	...	...	...
JUNE	...	...	1	2	3	4	5
	6	7	8	9	10	11	12
	13	14	15	16	17	18	19
	20	21	22	23	24	25	26
	27	28	29	30	...	...	...

1920.	Sunday.	Monday.	Tuesday.	Wednesday.	Thursday.	Friday.	Saturday.
JULY	...	...	...	...	..	1	2	3
	4	5	6	7	8	9	10
	11	12	13	14	15	16	17
	18	19	20	21	22	23	24
	25	26	27	28	29	30	31
AUG.	1	2	3	4	5	6	7
	8	9	10	11	12	13	14
	15	16	17	18	19	20	21
	22	23	24	25	26	27	28
	29	30	31	...	...	...	...
SEPT.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	...	...
OCT.	...	...	...	...	...	1	2
	3	4	5	6	7	8	9
	10	11	12	13	14	15	16
	17	18	19	20	21	22	23
	24	25	26	27	28	29	30
	31	...	...	...	...	...	...
NOV.	...	1	2	3	4	5	6
	7	8	9	10	11	12	13
	14	15	16	17	18	19	20
	21	22	23	24	25	26	27
	28	29	30	...	...	...	...
DEC.	...	...	...	1	2	3	4
	5	6	7	8	9	10	11
	12	13	14	15	16	17	18
	19	20	21	22	23	24	25
	26	27	28	29	30	31	...

LIBRARY
OF THE
BOMBAY
BRANCH
OF THE
ROYAL ASIATIC SOCIETY.

00133588

Digitized with financial assistance from
Government of Maharashtra
on 01 February, 2020